FINDING OF NO ADVERSE EFFECT WITH NON-STANDARD CONDITIONS

Interstate 10 Corridor Project

San Bernardino and Los Angeles Counties

07-LA-10 PM 44.9/48.3
08-SBD-10 PM 0.0/R37.0

EA 0C2500
EFIS ID 0800000040

May 2015

STATE OF CALIFORNIA
Department of Transportation

Finding of No Adverse Effect with Non-Standard Conditions
For
Interstate 10 Corridor Project
San Bernardino and Los Angeles Counties, California

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E-FIS 08-0000-0040 (EA 0C2500)

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May 2015

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1
INTRODUCTION

The California Department of Transportation (Caltrans), in conjunction with San Bernardino Associated Governments (SANBAG), proposes to improve the Interstate 10 (I-10) corridor. The proposed I-10 Corridor Project (Project) consists of adding lane(s) and providing improvements along all or a portion of the existing 33-mile stretch of I-10 from approximately 2 miles west of the Los Angeles/San Bernardino county line in the City of Pomona to Ford Street in the City of Redlands (see the Project's Historic Property Survey Report [HPSR]; Exhibit 1, Figures 1 and 2). The Project considers one "no build" alternative and two "build" alternatives to address existing and future projected traffic demands.

On April 1, 2015, Caltrans approved the HPSR, Historical Resources Evaluation Report (HRER), and the Archaeological Survey Report (ASR) prepared for the Project. Caltrans determined that the Project Area of Potential Effects (APE) contained five historic properties. Two properties identified as Euclid Avenue/State Route 83 (SR-83) in Upland and Ontario (Map Reference No. 1a) and the Mill Creek *Zanja* in Redlands (Map Reference No. 48) were previously listed on the National Register of Historic Places (NRHP). Caltrans determined that two additional properties, identified as the Peppers/El Carmelo located at 926 E. Highland Avenue in Redlands (Map Reference No. 67), and 1055 E. Highland Avenue also in Redlands (Map Reference No. 66), were eligible for listing on the NRHP. Lastly, Caltrans presumed NRHP listing eligibility of the Curtis Homestead Site (Map Reference No. 29) for the purposes of this Project only. The California State Historic Preservation Officer (SHPO) concurred with the HPSR findings in a letter dated May 12, 2015[1] (see Figure 3 in Appendix A for relevant APE map sheets and Appendix B for SHPO correspondence). This Finding of No Adverse Effect (FNAE) was prepared in compliance with the First Amended Section 106 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans regarding compliance with Section 106 of the National Historic Preservation Act, as it pertains to the administration of the Federal-Aid Highway Program in California (PA) executed January 1, 2014.

Pursuant to Stipulation X.A of the PA, Caltrans has applied the Criteria of Adverse Effect set forth at 36 CFR 800.5(a)(1) and finds that the undertaking would not have an adverse effect on historic properties. Alternatives 1, 2, and 3 will result in a finding of No Adverse Effect on the Mill Creek *Zanja*, The Peppers/El Carmelo, 1055 E. Highland Avenue, and the Curtis Homestead. Alternatives 1 and 2 would have No Adverse Effect on Euclid Avenue/SR-83, and Alternative 3 would have No Adverse Effect with Non-Standard Conditions on Euclid

[1] By letter dated May 12, 2015, the SHPO concurred that 62 properties within the APE were not NRHP eligible and recommended that Caltrans assume eligibility for the purposes of the undertaking for the Peppers/El Carmelo (926 E. Highland Avenue in Redlands [Map Reference No. 67]) and 1055 E. Highland (Map Reference No. 66). The SHPO had no objection for the assumption of eligibility for the Curtis Homestead Site (Map Reference No. 29).

Avenue/SR 83. Therefore, Caltrans has determined that a finding of **No Adverse Effect with Non-standard Conditions** is appropriate for the undertaking as a whole, pursuant to Section 106 PA Stipulation X.B.2.

2
DESCRIPTION OF THE UNDERTAKING

There are three alternatives for this project: No Build Alternative (Alternative 1), Standard Configuration Alternative (Alternative 2), and Reduced-Width Configuration Alternative (Alternative 3). Project features of Alternatives 2 and 3 which could adversely affect historic properties include: acquisition of right-of-way (ROW); temporary construction and permanent easements; modification to or replacement of bridges; interchange improvements; local street improvements in conjunction with interchange improvements; major drainage and flood control facilities; water quality/erosion control; landscaping; ramp metering; toll debiting stations; sound walls, retaining walls, concrete barriers; installation of paving; relocation of utilities; grading; staging areas; restriping; and placement of advance signage.

2.1.1 Alternative 1 – No Build

Except as discussed in the subsequent paragraphs, the No Build Alternative would maintain the existing configuration of the I-10 corridor with no additional freeway lanes to be provided. Without additional freeway lanes, additional traffic congestion resulting from regional growth will further degrade traffic conditions along the corridor and worsen operational deficiencies, resulting in reduced travel speeds and longer commute times. Additionally, the No Build Alternative is inconsistent with the regional programs for transportation improvements and the Caltrans' goal of providing an efficient and effective interregional mobility system. Since there are no improvements anticipated within the Project limits, there are no construction or ROW costs associated with this alternative.

The future (design year 2045) configuration under the No Build Alterative assumes the completion of improvements along the Project corridor by SANBAG, Caltrans, and local agencies that are currently in planning or being implemented including:

Recently Completed Improvements

- I-10/Cherry Avenue interchange project (EA 468004) completed in 2014
- I-10/Citrus Avenue interchange project (EA 648104) completed in 2015
- I-10/Riverside Avenue interchange project (EA 422304) completed in 2014
- I-10/Tippecanoe Avenue interchange project (EA 384204 & 448124) completed in 2015
- Ramp metering project (EA 384344) completed in 2013
- Auxiliary lane project (EA 497504) completed in 2013
- Colton Crossing project completed in 2013
- Westbound Lane Addition from Ford Street to Live Oak Canyon Road (EA 0F1504) completed in 2013

Planned Improvements Prior to I-10 Corridor Project Construction

- I-10/Cedar Avenue interchange project (EA 1A8300) by 2016
- I-10/Pepper Avenue Bridge Replacement project (EA 1E030) by 2016
- Santa Ana River Bridge retrofit (EA 0Q910K) by 2016
- Ford Street signalization improvements (Encroachment Permit) by 2015

Planned Improvements

- I-10/Grove Avenue interchange construction and removal of I-10/4th Street interchange by 2025
- I-10/Beech Avenue interchange construction by 2023
- I-10/Alder Avenue interchange construction by 2030
- I-10/Mt. Vernon Avenue interchange improvements by 2025
- I-10/Mountain View Avenue interchange improvements by 2030
- I-10/California Street interchange improvements by 2030
- I-10/University Street interchange improvements by 2025
- I-10/Wabash Avenue interchange improvements by 2015
- Mountain Avenue widening from 4 to 6 lanes south of I-10 by 2018
- Vineyard Avenue widening from 4 to 6 lanes between 4th Street and I-10 by 2030
- Etiwanda Avenue widening from 4 to 6 lanes south of I-10 by 2020
- Beech Avenue widening from 2 to 4 lanes north of I-10 by 2020
- Alder Avenue widening from 2 to 4 lanes north and south of I-10 by 2020
- Pepper Avenue widening from 2 to 4 lanes from Slover Avenue to Valley Boulevard by 2020
- Waterman Avenue widening from 4 to 6 lanes from Hospitality Lane to Redlands Blvd by 2030
- California Street widening from 5 to 6 lanes from Redlands Boulevard to I-10 by 2020
- Cypress Avenue widening from 2 to 4 lanes from I-10 to Citrus Avenue by 2030
- Ford Street widening from 2 to 4 lanes north of I-10 by 2030
- Addition of historic occupancy vehicle (HOV) lanes on I-10 from Ford Street to San Bernardino /Riverside County Line by 2030
- Revision of HOV lane striping on I-10 between LA/San Bernardino County Line and Haven Avenue to provide continuous access (not in regional transportation plan [RTP] yet)

2.1.2 Alternative 2 – High Occupancy Vehicle (HOV)

Alternative 2 would extend the existing HOV lane in each direction of I-10 from the current HOV terminus near Haven Avenue to Ford Street, a distance of approximately 25 miles. The proposed improvements under Alternative 2 would involve construction work within the following route and post mile:

- 08-SBd-10 Post Mile (PM) 4.7/R37.0

In addition to the mainline widening, the Project includes reconstruction and/or modification of interchange ramps, local arterials, and structures that are necessary to accommodate the proposed freeway widening, including new or reconstruction of retaining walls and soundwalls where appropriate. Existing concrete barrier, temporary railings, metal beam guardrails, and thrie-beam barriers in the median of I-10 will be replaced with concrete barrier Type 60G, and median lighting will be provided where required. Existing auxiliary lanes will be reestablished in kind and additional auxiliary lanes will be added where warranted.

The base condition for Alternative 2 assumes the completion of improvements along the Project corridor currently in planning or being implemented as listed under the No Build Alternative discussion. The following descriptions are specific improvements in Alternative 2:

Alternative 2 Mainline Improvements

- Add one HOV Lane in each direction from Haven Avenue to Ford Street
- Reestablish existing auxiliary lanes along the corridor
- Construct new westbound auxiliary lane between Rancho Avenue and La Cadena Drive

Alternative 2 Interchange Ramp Improvements

Alternative 2 encompasses three system interchanges (I-10/I-15 Interchange, I-10/I-215 Interchange, and I-10/SR-210 Interchange) and 21 local street interchanges from Haven Avenue to Ford Street. Alternative 2 would require reconstruction of several interchange ramps to accommodate the I-10 widening.

Alternative 2 Local Street Improvements

Richardson Street and Tennessee Street, including their structures, over I-10 would need to be replaced with a longer-span structure to accommodate the widened freeway.

Alternative 2 Railroad Involvement

Five railroad crossings over or under I-10 would be impacted by the proposed freeway widening:

1. UPRR Kaiser Spur Overhead (OH; widen)
2. UPRR Slover Mountain Underpass (UP; replace)
3. UPRR Colton Crossing OH (widen)

4. UPRR Pavillion Spur OH (abandon)
5. BNSF West Redlands OH (widen)

Alternative 2 Structure Improvements

Alternative 2 would necessitate replacement of two structures, widening of 31 structures, partial reconstruction of four structures, and construction of tie-back walls at two overcrossing structures. Four structures are planned to be abandoned in place.

Alternative 2 Drainage Improvements

Several drainage structures along the Project corridor would be improved as part of the proposed Project.

2.1.3 Alternative 3 – Two Express Lanes in Each Direction

Alternative 3 would provide two Express Lanes in each direction of I-10 from the Los Angeles/ San Bernardino county line to California Street in Redlands and one Express Lane from California Street to Ford Street in Redlands. Between the Los Angeles/San Bernardino county line and Haven Avenue, the existing HOV lane in each direction of I-10 would be combined with an additional lane to provide two express lanes in each direction. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll.

The Project traverses 10 cities (Claremont, Pomona, Montclair, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, and Redlands) and unincorporated areas of San Bernardino County including Etiwanda, Bloomington, and Bryn Mawr. The proposed improvements are generally within San Bernardino County with some improvements in Los Angeles County to facilitate transitioning between the existing HOV cross section in Los Angeles and the proposed Express Lane cross section in San Bernardino.

The proposed improvements under Alternative 3 would involve construction work within the following routes and post miles:

- 07-LA-10 PM 44.9/48.3
- 08-SBd-10 PM 0.0/R37.0
- 08-SBd-15 PM 0.7/4.0
- 08-SBd-38 PM 0.0/0.3
- 08-SBd-83 PM 10.7/11.5
- 08-SBd-210 PM R33.0/R31.5
- 08-SBd-215 PM 2.1/5.7

In addition to the mainline widening, the Project includes reconstruction and/or modification of interchange ramps, local arterials, and structures that are necessary to accommodate the proposed

freeway widening, including new or reconstruction of retaining walls and soundwalls where appropriate. Existing concrete barrier, temporary railings, metal beam guardrails, and thrie-beam barriers in the median of I-10 will be replaced with concrete barrier Type 60G and median lighting will be provided. Existing auxiliary lanes will be reestablished in kind and additional ones will be added where warranted. California Highway Patrol (CHP) enforcement areas will be provided in the I-10 median at selected locations.

The base condition for Alternative 3 assumes the completion of improvements along the Project corridor currently in planning or being implemented as listed under the No Build Alternative discussion. Proposed engineering features in Alternative 3 are summarized as follows:

Alternative 3 Mainline Improvements

- Add one Express Lane in each direction from the Los Angeles/San Bernardino county line to Haven Avenue to operate jointly with existing HOV lanes as two Express Lanes in each direction
- Add two Express Lanes in each direction from Haven Avenue to California Street
- Add one Express Lane in each direction from California Street to Ford Street
- Reestablish existing auxiliary lanes along the corridor
- Construct new eastbound (EB) auxiliary lane between Mountain Avenue and Euclid Avenue
- Modify existing westbound auxiliary lane at Haven Avenue westbound on-ramp to begin at Haven Avenue westbound loop on-ramp
- Modify existing EB auxiliary lane at Haven Avenue EB on-ramp to begin at Haven Avenue EB loop on-ramp
- Extend westbound auxiliary lane preceding the Riverside Avenue off-ramp to Pepper Avenue
- Construct new westbound auxiliary lane between Rancho Avenue and La Cadena Drive
- Provide 10 ingress/egress (I/E) access points, nine with additional weave lane and one as weave zone

Ingress/Egress (I/E) Access Points

Ten at-grade I/E access points are proposed in each direction along the Project corridor:

- Mountain Avenue
- 6th Street
- Haven Avenue
- Etiwanda Avenue
- Citrus Avenue

- Cedar Avenue
- Pepper Avenue
- Tippecanoe Avenue
- California Street (transition from 2 to 1 Express Lane)
- Orange Avenue (weave zone)

Except for the California Street and Orange Avenue I/E access points, all other access points are proposed as a combined I/E weave lane where an additional weave or speed change lane is provided. At the California Street I/E access point, separate I/E access is provided in the EB direction where the No. 1 EB Express Lane continues through the access area, while the No. 2 Express Lane becomes a general purpose lane before a separate ingress opening is provided downstream. In the westbound direction, the No. 2 Express Lane is opened up just upstream of the California Street I/E access point, essentially operating as a weave lane at the California I/E access point. The Orange Avenue I/E access point is proposed as a weave zone in both directions.

Alternative 3 Local Street Improvements

Eight arterial streets crossing over I-10 would be reconstructed to accommodate the I-10 improvements, as listed below:

- San Antonio Avenue
- Euclid Avenue
- Sultana Avenue
- Campus Avenue
- 6th St Avenue
- Vineyard Avenue
- Richardson Street
- Tennessee Street

Three arterials parallel to I-10 would be modified as part of the proposed Project improvements:

- Palo Verde Street between Mills Avenue and Monte Vista Avenue
- 7th Street between Euclid Avenue and Euclid Avenue westbound hook ramps intersection
- J Street between 3rd Street and Pennsylvania Avenue (near Rancho & Colton OH)

Alternative 3 Railroad Involvement

Five railroad crossings over or under I-10 would be impacted by the proposed freeway widening:

- UPRR Kaiser Spur OH (widen)
- UPRR Slover Mountain UP (replace)
- UPRR Colton Crossing OH (widen)
- UPRR Pavillion Spur OH (abandon)
- BNSF West Redlands OH (widen)

Alternative 3 Structure Improvements

Alternative 3 would necessitate replacement of 12 structures, widening of 43 structures, partial reconstruction of four structures, and construction of tie-back walls at six structures. Four structures are planned to be abandoned in place.

Alternative 3 Drainage Improvements

Several drainage structures along the Project corridor would be improved as part of the proposed Project.

Alternative 3 Euclid Avenue Design Options

Alternative 3 would require the reconstruction of the Euclid Avenue Overcrossing (Freeway Interchange Bridge; Bridge No. 54 0445). Because Alternative 3 has the potential to adversely affect Euclid Avenue, a resource listed in the NRHP, four design options were developed to facilitate traffic flow and also address historic preservation concerns. Options 1 through 3 were rejected from further consideration (see Section 2.1.4).

Option 4

Option 4 requires the replacement of the Freeway Interchange Bridge (Bridge No. 54 0445) and would also add an additional southbound (SB) turn pocket on the west side of the median located between 7th Street and I-10. This option would reduce the medians as follows: between 7th Street and the bridge there would be a reduction of 3.6 to 14 linear feet in the northbound (NB) direction and 0 to 12 linear feet in the SB direction, and south of the EB ramps, there would be a reduction of 0 to 26 linear feet in the NB direction and no reductions in the SB direction.

2.1.4 Alternatives Considered but Rejected from Further Consideration

Under Alternative 3, four design alternatives were developed for the proposed improvements at the Freeway Interchange Bridge (Bridge No. 54 0445). Of those four design alternatives, Options 1, 2, and 3 were rejected from further consideration for the reasons identified below.

Option 1

The proposed improvements for Option 1 consist of five northbound through lanes and a single exclusive right-turn lane at the approach to the eastbound I-10 ramp intersection, which spans the east side of Euclid Avenue between the freeway and Deodar Avenue to allow for storage. In order to construct Option 1, ROW impacts would occur on the east side of Euclid Avenue between I-10 and Deodar Street in the City of Ontario. Option 1 would have greater impacts to the medians, parkways, sidewalks, landscaping, and would result in sliver takes to three properties. Option 1 was rejected from further consideration due to historic preservation concerns.

Option 2

The proposed improvements for Option 2 consist of five northbound through lanes and a single exclusive right-turn lane at the approach to the eastbound I-10 ramp intersection, which spans the east side of Euclid Avenue between the freeway and Deodar Avenue to allow for storage. In order to construct Option 2, ROW impacts would occur on the east side of Euclid Avenue between I-10 and Deodar Street in the City of Ontario. The ROW impacts for Option 2 are less than Option 1. However, Option 2 would also impact the medians, parkways, sidewalks, landscaping, and would result in sliver takes to three properties; therefore, Option 2 was also rejected from further consideration due to historic preservation concerns.

Option 3

The proposed improvements for Option 3 consist of the replacement of the Freeway Interchange Bridge (Bridge No. 54 0445) and would add an additional SB turn pocket on the west side of the median located between 7th Street and I-10. This option would reduce the medians as follows: north of 7th Street between 0 and 2.5 linear feet in the NB direction and none in the SB direction; between 7th and the Freeway Interchange Bridge would be reduced between 4 and 14 linear feet in the NB direction and between 0 to 12 linear feet in the SB direction; and south of the EB ramps would be reduced 0 to 14 linear feet in the NB direction and none in the SB direction. Although Option 3 would have less impact on the character-defining features of Euclid Avenue than Option 4, Option 3 was rejected by both the cities of Ontario and Upland in favor of greater traffic circulation improvements.

3
PUBLIC PARTICIPATION

Consultation with local government agencies, historical societies, and interested parties began in 2008 in compliance with Section 106 (CFR 36 Part 800). At that time, letters were sent to local historical societies/historic preservation groups, local government agencies, and Native Americans. The project was placed on hold in late 2009 in order to conduct additional alternatives analyses. Subsequent public participation efforts include sending additional letters to these groups/individuals and others identified as a result of the expanded Project footprint (see Appendix B). Additional scoping meetings were also held as part of the on-going National Environmental Policy Act (NEPA) compliance effort (see Appendix C).

3.1 LOCAL HISTORICAL SOCIETY/HISTORIC PRESERVATION GROUPS CONSULTATION

On May 15, 2008, letters were sent to local historical societies/historic preservation groups requesting information regarding any cultural resources that may be of significance within the APE. A response was received via email from Ms. Judith Roberts on behalf of the Rialto Historical Society on July 7, 2008 indicating there are no designated or potential historical properties adjacent to the proposed Project.

Because the Project footprint has changed with the current iteration of the Project, additional letters were sent to local historical societies/historic preservation groups on March 25, 2014. An additional letter was sent to the Redlands Conservancy on June 4, 2014.

- An email response was received on June 24, 2014 from Donn Grenda, on behalf of the Redlands Conservancy, which indicated the following cultural resources are located within or adjacent to the Project APE:
    - Water control features such as the Mission-period Zanja [Mill Creek *Zanja*] and the Redlands Canal;
    - Site of Crystal Springs, the historical period water bottling/residential site. This site may also contain sensitive Native American cultural resources; and
    - Numerous locally designated resources are located within or adjacent to the Project APE.
- In addition, the Redlands Conservancy requested to review the cultural resources technical reports being prepared in support of this Project.

On August 5, 2014, Caltrans and the Project cultural resource consultant held a focus meeting with members of the Redlands Conservancy to discuss their concerns regarding the Project. During the meeting, Vice President Donn Grenda mentioned that intact subsurface historical archaeological features, such as privies and trash pits, may be present in the APE in the historic core of Redlands near Orange Street. Ground-disturbing activities within this area could adversely affect these buried historical features. Other concerns were related to the Crystal

Springs Ranch site, the Redlands Canal, and the Mill Creek *Zanja*. It was explained that the Crystal Springs Ranch site is located outside the Project APE, the Redlands Canal was not located and is presumed outside of the Project APE, and the Mill Creek *Zanja* is discussed in the HRER (Exhibit 3 of the HPSR) and a FNAE being prepared for this Project. It was also confirmed that all Project-related construction activities would occur within the existing ROW in the vicinity of Orange Street.

A follow-up email was sent on September 5, 2014, to Donn Grenda and Sherli Leonard to determine if the Redlands Conservancy had any additional concerns. On the same date, Mr. Grenda replied to indicate that the organization has no additional comments, and no reply was received from Ms. Leonard. Pertinent sections of the cultural resource reports prepared for this Project were submitted to the Redlands Conservancy for review. No additional comments were received. The final HPSR was also sent to the Redlands Conservancy on March 15, 2015, and no comments were received.

An email response was received on May 26, 2015 from John Atwater on behalf of Upland Heritage requesting to review the plans for the proposed Euclid Avenue/SR-83 bridge replacement. Caltrans PQS responded with the consultation letter, plans, City of Upland response letter, and the proposed conditions for this Project via email on May 28, 2015. No additional comments received to date.

No additional responses were received to date from any other parties.

3.2 NATIVE AMERICAN CONSULTATION

Please refer to the HPSR and the ASR prepared for this project for a discussion of Native American consultation efforts.

3.3 LOCAL GOVERNMENT AGENCIES

On May 15, 2008, letters were sent to local government agencies requesting information regarding any cultural resources that may be of significance within the Project APE. The following summarizes responses that were received as of October 2009:

- In a letter dated June 6, 2008, Jerry L. Blum, Planning Director for the City of Ontario, indicated the Guasti Mansion and other Guasti winery related structures and buildings located on the site have been determined eligible for listing in the NRHP and are located within the identified proposed Project area. However, as the APE has been defined for this Project, the buildings and structures listed in Mr. Blum's letter are located outside the Project APE.
- An email response was received on July 10, 2008 from Ms. Cecilia Barrajas, Planning/Building Technician, City of Colton, requesting additional information regarding the Project limits. A follow-up email, with read receipt request and attached appropriate draft APE map pages, was sent on August 13, 2008. As no read receipt had been received by September 1, 2008, a follow-up phone call was made on that date, and a

voicemail was left. No email read receipt was received as of May 26, 2009 nor was there a telephone response received by that date.

- An email response was received from Ms. Deborah Woldruff, AICP, Director, City of Loma Linda Community Development Department, on behalf of the City of Loma Linda Historical Commission, on August 1, 2008. The response indicated the following five properties may have historical significance or sensitivity: Entrance to the former Tri-City Airport; Lubinsky Property; Adobe on Mountain View Avenue; Tri-City Theatre (Drive-In) property; and Mission Creek Channel. No remains of the former Tri-City Airport were identified during the built environment or archaeological surveys conducted for this Project. The Lubinsky Property is located outside the Project APE, and was not evaluated for this Project. The Adobe on Mountain View Avenue has subsequently been demolished. The Tri-City Drive-In was previously determined to appear eligible for the NRHP under Criteria A, B, and C; however, the Tri-City Drive-In has subsequently been demolished. The Mission Creek Channel is a flood control channel that has been altered through widening and other engineering to promote water flow, and consequently was determined to be ineligible for listing in the NRHP as a result of this Project (see Appendix B for the SHPO concurrence letter dated May 12, 2015).

Because the Project footprint has changed since the previous iteration of the Project, additional letters were sent to local government agencies on March 25, 2014. Follow-up emails were sent to Cathy Wahlstrom and Diane Ayala of the City of Ontario on April 23, 2014, to Karen Peterson of the City of Upland on May 7, 2015, and Tabitha Kevari of the City of Redlands on May 8, 2014. Additionally, follow-up letters were sent via U.S. Postal Service to the cities of Upland, Ontario, Loma Linda, and Redlands on June 4, 2014, and also sent via U.S. Postal Service on July 7, 2104 and via email on July 15, 2014 to Oscar Orci, Director of Development Services for the City of Redlands.

The following responses have been received to date:

- An email response from Scott Murphy, Planning Director for the City of Ontario, was sent on June 11, 2014, and indicated Option 4 of Alternative 3 is the City's preferred design option for Euclid Avenue.

A focus meeting with representatives of the City of Ontario, SANBAG, and Caltrans professionally qualified staff (PQS) and relevant Project consultants was held on April 17, 2014. The purpose of this focus meeting was to present the Project to the City of Ontario and discuss the City's concerns related to Euclid Avenue. Consultation efforts are ongoing with this participating agency.

- An additional letter dated July 29, 2014 from Cathy Wahlstrom, City of Ontario Principal Planner was received. Ms. Wahlstrom indicated Euclid Avenue is listed in the NRHP and is also designated as an historic district within the City of Ontario, and identified the character-defining features of the historic property. Areas of concern included the following:

Euclid Avenue Bridge over I-10

- The median of the replacement structure over I-10 should be landscaped in a manner that is consistent and compatible with the existing historically significant median landscape design. New trees should be similar in appearance to the existing median California pepper (*Schinus molle*), and planted in double rows equally spaced;
- The parkways should be landscaped with small evergreen narrow trees;
- Incorporate King Standard Lighting to match the historic lighting; and
- Fencing should be decorative and compatible with the historic area.

Euclid Avenue Median between I-10 and 6th Street

- Loss or removal of mature trees should be minimized;
- Should be replanted with deodar cedar (*Cedrus deodara*) or camphor (*Cinnamomum camphora*);
- Rock curbs should be replaced and/or restored;
- Incorporate King Standard Lighting to match historic lighting; and
- The median width of Euclid Avenue is an important character-defining feature and reduction of the width should be minimized.

General Comments

- Requests installation of NRHP signs; and
- Requests installation of Euclid Avenue Historic District rock monument sign to match other historic districts.

- In a letter dated June 17, 2014, Jeff Zwack, Development Services Director for the City of Upland, indicated the following are areas of concern related to cultural resources:
  - The City of Upland has designated Euclid Avenue as a scenic resource and has established the Euclid Avenue Scenic Overlay Zone, which pertains to the area within 250 feet of the centerline of Euclid Avenue between the north and south city limits.
  - The width of the median of Euclid Avenue is considered a character-defining feature, and potential reduction of the existing width should be evaluated as a potentially significant impact.
  - The rock curbs are considered cultural and aesthetic resources, and are character-defining features of Euclid Avenue. The Project design should include replacement of these curbs.
  - The City of Upland requests the design team explore the possibilities of adding parkway and landscaping similar to the bridge structure over SR-210 for the replacement structure of the I-10 overcrossing (Bridge No. 54 1146).
  - In the event the bridge and/or median must be modified and/ or reconstructed, the City of Upland requests the following be considered in the Project design:

- Use of citrus or smaller decorative trees in an allee to replicate the existing tree pattern;
- Use of rock cobble where paving is desired (other than pedestrian pathways);
- Use of lighting standards that match the historic twin nostalgic lighting;
- Use of a decorative bridge design that reflects the history of Euclid Avenue or creates a sense of history that is appropriate for the Project; and
- Use of fencing on the bridge that complements the Project design.

- The City would like to participate in the design process for the replacement bridge in conjunction with the City of Ontario.

A focus meeting with representatives of the City of Upland, SANBAG, and Caltrans PQS and relevant Project consultants was held on May 6, 2014. The purpose of this focus meeting was to present the Project to the City of Upland and discuss the City's concerns related to Euclid Avenue. Consultation efforts are ongoing with this participating agency.

Other consultation efforts include:

- On July 15, 2014, an email acknowledging receipt of the solicitation letter was received from Oscar Orci, Director of Development Services for the City of Redlands. No comments regarding cultural resources were included in this response.
- A focus meeting with Oscar Orci, Caltrans PQS, and relevant Project consulting staff was held on August 5, 2014 to discuss the City of Redlands' historic preservation concerns and to review the sections of the cultural resource technical reports related to the City of Redlands.
- A telephone call was received on May 12, 2015 from Chris Tracy, on behalf of Oscar Orci of the City of Redlands Development Services Department. Mr. Tracy enquired about the status of the review process and the comments received and how they were addressed. Additional comments from the City of Redlands were not submitted at that time. Consultation is ongoing with this participating agency.
- A second focus meeting was held jointly with both the cities of Upland and Ontario on April 17, 2014 in order to obtain consensus of preference for either design Option 3 or Option 4 for Euclid Avenue. Traffic benefits and historic preservation and landscape concerns were discussed at this meeting. Follow-up focus meetings were held with Caltrans PQS, relevant Project consultants, and representatives of the City of Ontario on March 4, 2015 and with representatives of the City of Upland on March 19, 2015. The purpose of these focus meetings was to discuss the cities' historic preservation concerns related to Euclid Avenue. At these meetings, Caltrans sought to ensure that both cities' comments regarding Euclid Avenue historic preservation concerns were addressed. Caltrans provided an overview of the project development process, and discussed the proposed FNAE conditions (see Chapter 7). Representatives from both cities expressed an appreciation for the meeting opportunity, and generally agreed that their concerns related to Euclid Avenue and historic preservation were addressed. In addition to the FNAE Conditions, the Environmental Commitments Record, Appendix E of the

Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared for this Project summarizes additional visual and landscape mitigation measures developed for this undertaking that relate to Euclid Avenue and the cities' ongoing participation in the Project. These include VA-10: "beginning with preliminary design and continuing through final design and construction, develop construction plans that apply aesthetic treatments to the proposed bridges in the corridor that follow the guidelines of the Corridor Master Plan." Implementation of VA-10 will ensure the cities will have opportunity to review and comment on the design and landscaping of the replacement structure. This FNAE will be provided to both cities for further opportunity to comment simultaneous with SHPO submittal.

- Despite the focus meetings and historic preservation concerns expressed by the cities of Upland and Ontario, both cities favored Euclid Avenue/SR-83 Design Option 4. Thus, Caltrans and SANBAG are proceeding with Option 4 as the only design option for the undertaking.

No additional responses from other local government agencies have been received to date (See Appendix B for copies of Project-related correspondence).

Caltrans considered both cities' comments regarding Euclid Avenue in its assessment of effects and in developing conditions for this Project.

3.4 ON-GOING NEPA COMPLIANCE

On-going NEPA compliance efforts include preparation of an EIR/EIS. As part of this process, two public and one agency scoping meetings have been held for this iteration of the Project. The two public scoping meetings were held in the City of San Bernardino on November 13, 2013 and in the City of Ontario on November 15, 2013. The agency scoping meeting was held in the City of Ontario on November 15, 2013 (see Appendix C for copies of the notices for the scoping meetings).

4
DESCRIPTION OF HISTORIC PROPERTIES

Efforts to identify historic properties for this Project include cultural resource records searches at the San Bernardino Archaeological Information Center (SBAIC) and the South Central Coastal Information Center (SCCIC); review of federal, state, and local cultural resource inventories; research in local repositories; and field surveys. Though comments were received from local historical societies/historic preservation groups and government agencies, the comments did not identify additional historic properties within the Project APE. As a result of these identification efforts, five historic properties were identified: Euclid Avenue/SR-83 (Map Reference No. 1), the Mill Creek *Zanja* (Map Reference No. 48), 1055 E. Highland Avenue, Redlands (Map Reference No. 66), The Peppers/El Carmelo (Map Reference No. 67), and the Curtis Homestead Site (Map Reference No. 29), the latter of which was assumed eligible for the NRHP without formal evaluation for the purposes of this Project only (see Appendix J for DPR 523 forms for these properties and Appendix K for previous documentation prepared for these historic properties).

4.1 EUCLID AVENUE/SR-83

In 1977, Caltrans and the Federal Highway Administration (FHWA) submitted a request for a Determination of Eligibility (DOE) for Euclid Avenue/SR-83 (36-015982), which was formally determined eligible for listing in the NRHP by the Keeper of the Register (Keeper) in that year. A nomination for listing the resource in the NRHP was prepared in 1979 and references the 1977 DOE. The resolution of the 1979 nomination is unknown at this time. In 2000, a "Year 2000 Draft Re-Evaluation of Determination of Eligibility for Euclid Avenue" was prepared (Year 2000; Caltrans), but it is not known if this was submitted to the SHPO for review. A second nomination for listing Euclid Avenue in the NRHP was prepared in 2004 and was approved by the Keeper on August 10, 2005. The following description of this resource and identification of contributing and non-contributing features is largely derived from the Year 2000 because it contains the most detailed description of the historic property (Caltrans 2000).

Euclid Avenue/SR-83 was listed in the NRHP as a structure under Criterion A for its community planning and development significance and under Criterion C for its landscape architecture significance. The period of significance is 1882 to 1940, and is significant on the state level. The historic portion of Euclid Avenue is approximately 8.4 miles long and approximately 200 feet wide, extending from its southern boundary at Philadelphia Street in Ontario to its northern boundary at 24th Street in Upland. Euclid Avenue is also SR-83 from Philadelphia Street in Ontario (approximate PM 7.43) north to 19th Street in Upland (approximate PM 14.19). From the terminus of SR-83 at 19th Street, the historic portion of Euclid Avenue is a local road that continues northward approximately 1.6 miles to the northern boundary at 24th Street in Upland. Included within the boundaries, along the entire length of the historic portion, are the 64-foot[2]

[2] It should be noted that the previous documentation indicates the center parkway (median) is 60 feet wide; however, it was field confirmed that the original width of the medians is 64 feet.

wide center parkway (median), the two drives (north- and south-bound roadway lanes), the 15-foot wide sidewalks, and all the landscaping in the center median and between the roadway and the sidewalks. Contributing landscaping includes the original California pepper trees (also known as Peruvian pepper trees; *Schinus molle L.*), silk oak trees (*Grevillea robusta A. Cunn.*), southern Magnolias (*Magnolia grandiflora L.*), palms, and camphor trees, or their mature replacement.

The 1977, 1979, and 2004 descriptions of Euclid Avenue describe the character-defining features in broad terms that include the entire length of the historic portion of the property, the 64-foot wide center parkway (median), the two drives (north- and south-bound roadway lanes, cobblestone curbs and gutters), the 15-foot wide sidewalks, and all the landscaping (grass and trees) in the center median and between the roadway and the sidewalks.

What follows is a more detailed description, beginning in the north at 21st Street in Upland, continuing south to G Street in Ontario.

4.1.1 From 21st Street South to 7th Street, Upland

- Boundaries – The western and eastern boundaries are the westernmost edge of the west sidewalk and the easternmost edge of the east sidewalks and include the sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue – Character-defining features.
- Street frontage trees on east side from 22nd Street to Deborah Court. – *Not* character-defining features.
- Center parkway median strip and trees from 21st Street to 7th Street – Character-defining features.
- Eastside original curbs south of 19th Street – Character-defining features.
- East and west side original cobblestone gutters – Character-defining features.
- Entire section of Euclid Avenue from 21st to 19th streets, newly created area above new Route 30 facility, including the landscaping. – *Not* character-defining feature; non-historic elements.
- Westside gutters filled in at the two properties north of 19th Street – *Not* character-defining features.
- Westside original curbs – Character-defining features.
- Filled in curbs from 19th St south to 13th Street – *Not* character-defining features.
- Concrete curbs on all four corners at 13th Street and Euclid Avenue (redone in 1968) – *Not* character-defining features.
- Eastside cobblestone curb across from De Anza Park – Character-defining features.
- "Ye Bridle Path" sign north of Foothill Boulevard – Character-defining feature.
- Flag poles in front of bridle path sign – *Not* character-defining features.
- Madonna of Trail statue – Character-defining feature.

- Flower bed surrounding Madonna of Trail statue – *Not* character-defining features.
- All post-1930 traffic lights, signals and devices – *Not* character-defining features.
- Landscape design – Character-defining feature.

4.1.2 From 7th Street, Upland to Caroline Court, Ontario

- I-10 Freeway Interchange (Bridge No. 54 0445) and associated open space and landscaping – *Not* character-defining features; non-historic elements. The existing width of the median on the Freeway Interchange Bridge is 52 linear feet wide. This segment is the portion of Euclid Avenue that is predominantly in the APE.

4.1.3 From Caroline Court to G Street, Ontario

- Boundaries – The western and eastern boundaries are the westernmost edge of the west sidewalk and the easternmost edge of the east sidewalks and include the sidewalks – Character-defining features.
- Mature street frontage trees on east and west side of Euclid Avenue - Character-defining features.
- Center parkway median strip and trees – Character-defining features.
- East and west side original cobblestone gutters – Character-defining features.
- Cast-iron streetlights that predate 1930 – Character-defining features.
- All post-1930 traffic lights, signals and devices – *Not* character-defining features.
- Landscape design – Character-defining feature.

Table 4-1
Character-Defining Features Rating for Euclid Avenue/SR-83

Name: Euclid Avenue/SR-83 (Between 21st Street in Upland and G Street in Ontario)	Date Determined: June 15, 1977
Location: Upland/Ontario	Eligible/Listed: August 10, 2005
Criteria: A and C	Period of Significance: 1882-1940
Significance Level: Local	# of Properties: 1
# of Contributors: 6	# of Non Contributors: 8
	Architectural Style: N/A
	Architect/Builder: Chaffey Brothers

Summary of Significance: Euclid Avenue/SR-83 was previously listed in the NRHP under Criterion A for its community planning and development significance and under Criterion C for its landscape architecture significance. The period of significance for the NRHP-listed Euclid Avenue/SR-83 is 1882 to 1940, and is significant on the state level.

Boundaries: The NRHP-listed property boundary consists of the 200-foot wide public right-of-way of Euclid Avenue between 24th Street in Upland and Philadelphia (Ely) Street in Ontario.

Ranking	CDF #	Character-Defining Features Description	A	B	C	D	E	Total Points
Most Significant (M)	1	Boundaries: Roadway including 200-foot wide Right of Way (ROW), 64-foot wide medians, and stone curbs and gutters	3	3	3	3	2	14
M	2	Mature street frontage trees	3	3	3	3	2	14
M	3	Central parkway median strip and trees	3	3	3	3	2	14
M	4	Concrete and cobblestone gutters	3	3	3	3	2	14
M	5	Landscape design	3	3	3	3	2	14
M	6	Cast-iron streetlights that predate 1930	2	2	3	3	3	13

Generally speaking, Euclid Avenue/SR-83 retains all aspects of integrity, with the notable exception of the portion of the historic property surrounding the Freeway Interchange Bridge (Bridge No. 54 0445) which allows Euclid Avenue/SR-83 to continue its historic role of conveying north- and south-bound traffic between the cities of Upland and Ontario. The Freeway Interchange Bridge has been altered over the course of time since the structure was initially constructed in the late 1950s. The bridge was reconstructed in 1970 which necessitated the alteration of abutting medians, parkways, sidewalks, and landscaping. Additionally, the median located between the bridge and 7th Street was altered to allow for an EB turn pocket and was hardscaped in the same manner as the deck of the extant bridge, which is not in keeping with the landscape design of the historic property. Trees have been replaced as a result of their natural senescence cycles. Some of the replacement trees have not been replanted in kind but have generally been planted in keeping with the overall landscape design (e.g., the parallel rows of trees in the parkway) (see Appendix D for representative photos, Appendix J for the DPR form prepared for this resource, and Appendix K for previous documentation prepared for this resource).

4.2 MILL CREEK *ZANJA*

Mill Creek *Zanja* (CA-SBR-8092H), an irrigation canal, was listed in the NRHP on May 12, 1977. The Mill Creek *Zanja* was listed in the NRHP under Criterion A for its association with early agricultural improvements in Redlands, Criterion B for its association with Pedro Alvarez, Criterion C as a significant engineering structure, and Criterion D for its information potential. The period of significance is 1819–1820, the year it was constructed, and it is significant on the state level. The boundary of the Mill Creek *Zanja* is limited to the footprint of the structure. Contributing elements of the resource adjacent to the Project area include an open ditch ranging from five to eight feet in width and approximately four feet in depth.

Table 4-2
Character-Defining Features Rating for Mill Creek *Zanja*

Name: Mill Creek *Zanja*	Date Determined: N/A
Location: Redlands	Eligible/Listed: May 12, 1977
Criteria: A	Period of Significance: 1819
Significance Level: Local	# of Properties: 1 (segment)
# of Contributors: 1	# of Non Contributors: N/A
	Architectural Style: N/A
	Architect/Builder: Pedro Alvarez / Native Americans

Summary of Significance: The ditch was constructed during the Mission period to convey water for irrigation purposes.
Boundaries: The ditch itself.

Ranking	CDF #	Character-Defining Features Description	A	B	C	D	E	Total Points
Most Significant (M)	1	Earthen ditch/canal	3	3	3	3	2	14
Significant (S)	2	Landscaping as applicable	1	1	3	3	1	9

Portions of the Mill Creek *Zanja* have been improved with stonework, but stonework is not evident in the section of the canal which crosses the APE (see Appendix D for representative

photos, Appendix J for the DPR form prepared for this resource, and Appendix K for previous documentation).

4.3 1055 E. HIGHLAND AVENUE

1055 E. Highland Avenue is located in Redlands (Map Reference No. 66), and appears eligible for listing in the NRHP at the local level of significance for its distinctive architecture (Criterion C). 1055 E. Highland is an example of Foursquare architecture. The period of significance is 1917, the year the building was constructed. The boundary consists of the Assessor's parcel boundary. Contributing features include the siting, mass, and scale of the building. Other contributing features include the hipped roof, with flared eaves and composition shingles; the eaves of the main roofline are accented with dentil molding and brackets; a brick chimney is centrally located on the north face of the roof; the exterior walls clad in coursed wood shingles; the windows on the upper floors of the primary façade are one-over-one wood sash; and the primary entrance is raised and accessed via a covered porch with trios of Doric columns which support the porch roof accented with scrolled bas relief.

Table 4-3
Character-Defining Features Rating for 1055 E. Highland Avenue

Name: 1055 E. Highland Avenue
Location: 1055 E. Highland Avenue
Criteria: C: Possesses high artistic value.
Significance Level: Local
# of Contributors: 1
Date Determined: May 12, 2015
Eligible/Listed: May 12, 2015
Period of Significance: 1917
# of Properties: 1
# of Non Contributors: 0
Architectural Style: American Foursquare
Architect/Builder: N/A

Summary of Significance: The building is a distinctive and high quality example of this style of architecture, and embodies the distinctive characteristics of this type of architecture.
Boundaries: The San Bernardino County Assessor's legal parcel boundary.

Ranking	CDF #	Character-Defining Features Number and Description	A	B	C	D	E	Total Points
Significant (S)	1	Architectural style of the primary building	3	3	1	3	2	12
S	2	Hipped roof, with flared eaves, clad in composition shingles	2	3	1	3	2	11
Most Significant (MS)	3	Eaves of the main roofline accented with dentil molding and brackets	3	3	1	3	3	13
S	4	The brick chimney	1	1	1	3	3	9
S	5	Coursed wood shingles siding	2	2	1	3	3	11
S	7	One-over-one wood sash windows	2	2	1	1	3	9
S	9	Covered entry porch.	2	2	1	3	3	11
S	10	Trios of Doric columns	3	2	1	3	1	10
S	11	Scrolled bas-relief detailing	3	2	1	3	3	12
S	12	At least two ancillary buildings which appear to date to when this building functioned as a farm	2	2	2	1	2	9
Less Significant (LS)	13	Landscaping includes several mature trees.	2	2	1	1	1	7
LS	15	Setting: The building was originally a stately farm house flanked by orchards; however the building is now located in a densely developed residential area in Redlands.	1	1	1	2	1	6

The glass block windows, metal awnings, and concrete block perimeter wall are not contributing features of this property. At least two ancillary buildings are located in the rear of the parcel which appear to date to when this building functioned as a farm, and are contributing elements of this property. Contributing landscape includes mature trees (see Appendix D for representative photos and Appendix J for the DPR form prepared for this resource).

4.4 THE PEPPERS / EL CARMELO

The building known as The Peppers was previously assigned a California Historical Resources Status Code of 3S, or "appears eligible for [the NRHP] as an individual property through survey evaluation" (Hist.Surv. 2373-0250-0000). The details of how the property received this status code are unclear; however, the property was evaluated on a Historic Resources Inventory Form in 1977, and was also identified as a Redlands Historic Structure in 1981 by the Redlands Historical Society. No additional information which would preclude a lead agency from considering the property to be eligible for listing in the NRHP was identified through this survey effort; therefore, the 2S2 status code remains valid. The 1977 form and additional information available at the SCCIC did not identify the boundary of the property, period of significance, or specific criteria for listing. The boundary of the property is assumed to be comprised of the legal parcels which make up the current retreat including the Italian villa residence and several acres of citrus groves. The residence appears to be unaltered since it was first documented in 1977. According to the previous documentation, The Peppers was constructed in 1903 and it can be inferred that the property was determined to appear significant for its associations with William N. Moore (Criterion B) and because it is an excellent example of an Italian style villa (Criterion C). The period of significance can be presumed as 1903 to 1945, the timeframe in which the property was built and occupied by the Moore family. Contributing features include the siting of the building which historically stood alone on top of a hill. Exterior features include stucco siding; the multi-gable roofline with turrets traditionally clad in wood shingles; the eaves with brackets; one-over-one sash and fixed-pane windows accented with plain molding; and the primary entry door consists of two large plain wood doors with molding surrounds and transom windows above each door. Contributing landscape features include an unprotected cement patio in front, with a brick sidewalk leading to it, and citrus groves.

Table 4-4
Character-Defining Features Rating for The Peppers/El Carmelo

Name: The Peppers/El Carmelo	Date Determined: May 12, 21015
Location: 926 E. Highland Ave., Redlands	Eligible/Listed: 1977
Criteria: A, C	Period of Significance: 1903
Significance Level: Local	# of Properties: 1
# of Contributors: 1	# of Non Contributors: 10
	Architectural Style: Mission Revival
	Architect/Builder: W.N. Moore

Summary of Significance: Owned by W. N. Moore, an orange grower from Jolie[t], Ill. Moore ran the Elephant Orchards Packing House, an important packing house in the East San Bernardino Valley citrus industry. The house is a classic example of the residence of a successful Easterner turned citrus grower. It still sits amidst its original setting.

Boundaries: The functioning property is the same as the Assessor's parcel boundaries, which is generally bounded by I-10 to the east, Highland Avenue to the north, modern residential development and a park to the west, and Marshal Street and additional residential development to the south.

Ranking	CDF #	Character-Defining Features Number and Description	A	B	C	D	E	Total Points
Most Significant (M)	1	Pepper and citrus groves	3	3	3	3	3	15
M	2	Multi-gable roofline with turrets was constructed with wood shingles	3	3	2	3	3	14
M	3	Crenellated parapet wall	3	3	2	3	3	14
M	4	Eaves with brackets	3	3	2	3	3	14
M	5	Slip-sill two-sash and flat with plain molding windows	3	3	2	3	3	14
M	6	Primary entry door consists of two large plain wood doors with surrounding detail consisting of plain molding with a small window on top of each door.	3	3	3	3	3	15
Significant (S)	7	Stucco siding	2	2	2	3	3	12
S	8	Unprotected cement patio in front, with a brick sidewalk leading to it	2	2	2	3	3	12
Less Significant (L)	9	Siting	1	1	2	1	1	6

Non-contributing features include numerous buildings and structures which were constructed between 1952 and 1969 when the property was converted to a Catholic retreat (see Appendix D for representative photos, Appendix J for the DPR form prepared for this resource, and Appendix K for previous documentation prepared for this resource).

4.5 CURTIS HOMESTEAD SITE

The Curtis Homestead Site (CA-SBR-12989H) is assumed eligible for the NRHP under Criterion D for its information potential without formal evaluation for the purposes of this Project only. The approximate boundary of the site is the area surrounding the foundations and denser concentration of artifact scatter. The Curtis Homestead Site is situated within a triangular configuration of trees at the northeast corner of a flat, open field and consists of a historic homestead/farmstead site containing a razed cobble-and-mortar house foundation, a second razed cobble-and-mortar foundation of a much smaller building situated adjacent to the main house

foundation, and a sparse-to-moderate density scatter of domestic refuse (e.g., bottle glass, ceramic items), and construction debris. Landscaped trees (pepper trees [both dead and alive], one scrub oak, and one large unidentified shrub) are situated around the periphery of the site area (see Appendix J for the DPR form prepared for this resource).

Table 4-5
Site Summary Characteristics

Site Type	Farmstead
Time Period	1895–1950s
Ethnographic Territory	Luiseno/Serrano (Kroeber 1925; Bean and Smith 1978)
Site Dimensions and Site Area	170 x 145 ft (E-W x N-S); Area = 24,650 feet^2
Site Depth	Unknown
Landform	Flat, open field
Elevation	1,100 ft amsl
Artifact Types	Scatter of domestic refuse (i.e., bottle glass, ceramic items) and construction debris
Features	Foundations (2)
Faunal Remains	Unknown
Floral Remains	Unknown
Density of Remains (m³)	Unknown
Diversity of Remains	Low to moderate
Surface Collection	None
Volume Previously Excavated	None

5
APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

5.1 DEFINITION OF EFFECT AND CRITERIA OF ADVERSE EFFECT

The definition of effect is contained within 36 CFR Part 800: "Effect means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP." An adverse effect occurs "when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association . . . . Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative" (36 CFR 800.5(a)(1)). Examples of adverse effects may include, but are not limited to, the following:

(i) Physical destruction of or damage to all or part of the property;
(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (SOIS; 36 CFR Part 68) and applicable guidelines;
(iii) Removal of property from its historic location;
(iv) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;
(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
(vi) Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance [36 CFR 800.5(a)(2)(i through vii)].

Of the seven types of adverse effects listed above, under 36 CFR 800.5(a)(2), effects (iii), (vi), and (vii) are not applicable to this Project. The proposed Project would not relocate any historic properties. The proposed Project would not result in the neglect of any properties because minimal acquisition of property is anticipated for this Project. Lastly, no property would be transferred, leased, or sold out of Federal ownership as a result of this Project. Therefore, these criteria are not applicable for the effects analysis of this Project.

5.1.1 Euclid Avenue/SR-83

No improvements would occur at this location under Alternatives 1 and 2, but would occur at this location under Alternative 3. Generally speaking, according to the Year 2000

documentation (Caltrans 2000), Euclid Avenue between 7th Street and the vicinity of Caroline Court where most of the Project improvements would occur is not considered a contributing segment of the historic property because no historic fabric remains within this portion of the historic property. The intent of the conditions in Chapter 7 is largely aimed to improve the setting of Euclid Avenue between 7th and the vicinity of Caroline Court (see Appendix D for photographs of the resource, Appendix E for the proposed engineering drawings, Appendix F for the cobblestone curb plans, and Appendix G for photographical simulations and landscape schemes).

The undertaking will not affect the overall Euclid Avenue boundaries (split drives with 200-foot ROW) or the adjacent outside parkways.[3] Roadway features that are generally considered character-defining features of Euclid Avenue that will be affected by the undertaking – median, curbs, and landscaping – are discussed below. Generally speaking, however, most of these features within the APE have been previously modified and no longer contribute to maintaining the integrity of the historic property as a whole.

Freeway Interchange Bridge

Option 4 of Alternative 3 would construct improvements to Euclid Avenue between 7th Street in Upland and the vicinity of 6th Street in Ontario, and would reconstruct the Freeway Interchange Bridge (Bridge No. 54 0445). The Freeway Interchange Bridge was constructed when I-10 was constructed in the 1950s in order to carry Euclid Avenue over the new freeway. The bridge was reconstructed in 1970. The Freeway Interchange Bridge was not identified as a character-defining feature of the historic property (Caltrans 2000) and is listed as a Category 5, "Not NRHP eligible" in the Caltrans historic bridge inventory (see Appendix I). Replacement of this bridge would not result in an adverse effect to the historic property; however, the replacement structure could result in indirect impacts to the historic property. The design and aesthetics of the replacement structure would be in keeping with the SOIS. For example, the proposed replacement structure will be generally the same size and profile and will include a landscaped deck to the extent possible in order to improve the historic setting of the historic property at this location by improving the viewshed from a hardscaped bridge deck to a landscape scheme in keeping with the existing landscape design (see Appendix E for the engineering drawings and Appendix G for the proposed bridge deck landscape design schemes and before and after visual simulations [Figure 5-20; Lormand 2015]). Therefore, reconstruction of this structure would not result in an adverse effect on a historic property and could be considered a benefit to this historic property (Condition 1).

In addition, under Alternative 3, Option 4 would add an additional SB turn pocket on the west side of the Euclid Avenue median located between 7th Street and I-10. This option would also remove an additional 5 to 14 linear feet from the east side of this median. This median was previously substantially altered during the reconstruction of the Freeway Interchange Bridge and is not a character-defining feature of this historic property (Caltrans 2000). Furthermore, modification of the existing median would not introduce a change of character of the property's

[2] It should be noted that the only impact to the outside parkways is at the corner of 7th Street and Euclid Avenue where two mature trees require removal for a minor relocation of the EB off-ramp. In general, this section of parkway, like the median, lacks integrity due to previous modification.

use or of the physical features within the property's setting that contribute to its historic significance because the roadway would continue to function as it currently does. Lastly, construction of Option 4 would require the removal of at least one historic-period streetlight, which was not identified as a character-defining feature of the historic property (Caltrans 2000). Through implementation of the FNAE Conditions and Mitigation Measure VA-10, the replacement structure, landscaping, and street furniture would be consistent with the SOIS and would not result in an adverse effect to the historic property.

Medians

Between 7th Street and the I-10 Freeway Interchange Bridge (north of the bridge), the median width would be reduced between 3.6 and 14 linear feet in the NB direction, and between 0 to 12 linear feet in the SB direction. The original 64-foot-wide median was reduced to a tapering width of 52 feet when the bridge was reconstructed in 1970. This Project would further reduce the median width to a tapering width of 48.4 to 38 feet. South of the EB on-ramps (south of the bridge), the extant 64-foot median width would be reduced between 0 to 26 linear feet in the NB direction, and none in the SB direction. This modification could retain the original 64 feet width of the median or reduce it to a tapering width of up to 38 feet. In addition, the width of the median on the deck of the bridge would be reduced between 12 to 26 linear feet to a width of 40 to 56 feet.

Option 4 would remove the east 580 feet in length of the median south of I-10 in order to construct an additional WB turn pocket. The northern 320 linear feet of the east side of this median was previously altered during reconstruction of the Freeway Interchange Bridge, but the historic width of the median was retained. The WB turn pocket would meet Caltrans design standards, and would gently taper to a 12-foot width resulting in a width of 52 feet. Option 4 would also require removal of approximately 80 linear feet of the east side of the northern end of median located between 6th Street and Armley Square/E. La Deney Drive in order to construct the proposed turn pocket. This median would be reduced by a gentle taper of approximately 5 feet or 59 feet wide.

Though minimal in nature, the median alterations would constitute an effect to this character-defining feature; however, that effect does not rise to the level of being considered adverse. Additionally, compared to the totality of the character-defining features, the adjustment in width to the medians would be barely perceptible and would largely occur in an area that was previously identified as non-character-defining because historic fabric is no longer extant (Criterion [i]). The undertaking is consistent with the SOIS for Rehabilitation, because the overall character of the historic property will be preserved and the minimal amounts of historic features that would be removed will be replaced in-kind. As stated in the definition, the treatment "rehabilitation" assumes that at least some repair or alteration of the historic property will be needed in order to provide for an efficient contemporary use; however, these repairs and alterations must not damage or destroy materials, features or finishes that are important in defining the property's historic character. Recognizing that change is expected on a principal arterial highway in an urban setting, the overall historic character, driving experience, and integrity will not be diminished. Minimal alteration to the medians would allow the historic property to continue to be used for its historic purpose, that of an arterial roadway. Additionally,

the overall historic character would be retained and preserved, and the change would be discernible from the physical record of its time, place, and use. Therefore, this proposed modification is in accordance with the SOIS for Rehabilitation (Criterion [ii]). Though the width of the medians would be slightly reduced, the medians would continue to separate northbound and southbound vehicular traffic. Additionally, the existing landscaping would be retained or replaced to the extent feasible. Therefore, the proposed modification of the medians would not alter in an adverse manner the physical features within the property's setting that contribute to its historic significance (Criterion [iv]). Euclid Avenue/SR-83 is an arterial roadway with significant vehicular traffic. The Project would improve vehicular circulation patterns, which would improve any potential visual, atmospheric, or audible elements which may result from queuing traffic (Criterion [v]), and is considered a benefit.

Curbs

Option 4 would require a sliver take of an approximately 130-foot length of historic cobblestone curb on the east side of the Euclid Avenue median located south of the bridge between I-10 and 6th Street and approximately 40 linear feet in length of the curb of the median located between 6th Street and Armley Square/E. La Deney Drive. Removal of the historic curb would also result in an effect, but for the same reasons above for the replacement structure and medians, that effect does not rise to the level of being considered adverse. In addition, because the curbs would be replaced in-kind with plans provided and/or approved by the cities, this element of the Project will conform to the SOIS and would not result in an adverse effect. To put this into perspective, the Project proposes replacement in-kind of 170 feet of stone curb in an area where little stone curb remains. To the north and south of the Project area, there are extensive sections of stone curb remaining; approximately 177,408 linear feet of stone curbs (both sides of the north-and southbound lanes within 8.4 miles of the historic property). Compared to the totality of the whole, this replacement does not rise to the level of being considered an adverse effect.

Sidewalks

No historic sidewalks would be altered or removed for this design option.

Landscaping

Construction of Option 4 would result in the removal of 26 trees, nine of which are character-defining features of the historic property (see Figure 4 in Exhibit E). The current total number of contributing trees within the historic property is unknown, but is assumed to be 2,099 based upon a 1941 survey (Ontario, City of 2014). Removal of nine trees could be considered physical destruction to part of the property (Criterion [i]). However, compared to the totality of the extant of this character-defining feature, removal of such a small number of trees should not be considered as rising to the level of being considered adverse. In addition, all trees to be removed from the Euclid Avenue parkway and median will be replaced within the parkway or median.

Option 4 would remove mature landscaping in the Project area; however, vegetation will be replaced with appropriate species and in keeping with the historical landscape design upon completion of construction (Condition 2). Therefore, Option 4 would not result in the destruction of or damage to part of the historic property (Criterion [i]). Any mature vegetation that would be

removed under this option would be relocated and replanted in keeping with the SOIS (Criterion [ii]). Because the mature vegetation would be relocated or replanted in accordance with the SOIS, the Project would not result in a change of the character of the property's use of or physical features within the property's setting that contribute to its historic setting (Criterion [iv]) nor would the Project introduce visual, atmospheric, or audible elements that could diminish the integrity of the property's significant character-defining features because Euclid Avenue is an existing arterial roadway with significant vehicular traffic (Criterion [v]).

Trees to be removed and replaced are depicted in Figure 4 in Appendix E. Removal of the character-defining landscape would also result in an effect, but that effect does not rise to the level of being considered adverse. In addition, because the landscaping would be replaced with plans provided or approved by the cities and Caltrans PQS, this element of the Project will conform to the SOIS and would not result in an adverse effect.

Summary

Recognizing that change is expected on a principal arterial highway in an urban setting, the overall historic character, driving experience, and integrity will not be diminished. In summary, Option 4 with Non-Standard Conditions would not adversely affect a historic property as defined in 36 CFR 800.5(a)(2).

Temporary Construction Improvements

Euclid Avenue/SR-83 would remain open to vehicular traffic during construction of Alternative 3. In order to allow for the flow of vehicular traffic, construction staging would occur in three phases:

Stage 1

- Remove the southern end of the median located between I-10 and 7th Street;
- Remove the northern end of the median located between I-10 and 6th Street;
- Repair bridge deck as needed;
- Restripe and shift NB traffic to the median and west side of Freeway Interchange Bridge; and
- Remove eastern portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing (OC).

Stage 2

- Adjust pavement to provide smooth transition between existing grade and slightly higher profile of new bridge;
- Restripe and shift traffic to the median and east side of Freeway Interchange Bridge; and
- Remove western portion of existing bridge and construction portion of new Euclid Avenue OC.

Stage 3

- Restripe and shift traffic to new bridge; and
- Remove middle portion of existing bridge and construct portion of new Euclid Avenue OC.

Potential impacts to the medians, curbs, sidewalks, and landscaping, some of which are character-defining features of the historic property, are the same as described and analyzed above. In summary, the temporary construction improvements with Non-Standard Conditions would not adversely affect a historic property as defined in 36 CFR 800.5(a)(2).

5.1.2 Mill Creek *Zanja*

The previous iteration of this Project called for the reconstruction and expansion of the existing Redlands Overhead Bridge (Bridge No. 54 0472). The Redlands Overhead Bridge was constructed in 1962, altered in 2008, and is rated as a Category 5 (not eligible for NRHP) in the Caltrans Historic Bridge Inventory (see Appendix I). Out of respect for historic preservation concerns, the Project has been revised and no construction activities outside of restriping activities would occur at this location. The open space adjacent to the Mill Creek *Zanja* will not be used in any manner for construction, storage, or staging. Because no construction activities would occur at this location, potential for accidental or construction-related damage is minimal. The Redlands Overhead Bridge passes 24.5 feet above the Mill Creek *Zanja* at this location. Soundwalls flank both sides of this bridge, which reduces noise, visual, and setting intrusions to the historic property and also to a neighboring park and residences. Because no construction activities beyond restriping would occur at this location, the Project will not result in a direct impact on this historic property (Criteria [i, ii, and iv]). Potential indirect effects consist of visual, audible, or atmospheric elements which could result from increased traffic. Any potential visual, atmospheric, or audible elements that may result from this Project would be reduced by existing soundwalls and no discernible adverse effect would result (Criterion [v]). Caltrans will monitor the Project per FNAE Condition 5 to ensure that there are no Project changes that could potentially cause an adverse effect to this historic property.

5.1.3 1055 E. Highland Avenue

Under Alternatives 2 and 3, the Project would reconstruct the median of the Highland Avenue Bridge (Bridge No. 54-0587) which would require the partial reconstruction of the bridge, which is located adjacent to the eastern boundary of the historic property. The Highland Avenue Bridge was constructed in 1962, altered in 2008, and is rated as a Category 5 (not eligible for NRHP) in the Caltrans Historic Bridge Inventory (see Appendix I for the Bridge Inventory Sheet). Additionally, soundwalls flank both sides of the bridge, and modification to these walls is not anticipated. No improvements would occur at 1055 E. Highland Avenue; therefore, there will be no direct project effects on this historic property (Criteria [i, ii, and iv]; see Appendix E for engineering drawings). Potential indirect effects consist of visual, audible, or atmospheric elements which could result from increased traffic. Because the bridge would only be partially reconstructed in a similar manner of design and materials and the extant soundwalls would remain intact, the Project would not result in a change of character of the property's use of or physical features within the property's setting that contribute to its historic significance, and

would not introduce new visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features (Criterion [v]). Therefore, the Project would not adversely affect a historic property as defined in 36 CFR 800.5(a)(2). Caltrans will monitor the Project per FNAE Condition 5 to ensure there are no Project changes that could potentially cause an adverse effect to this historic property.

5.1.4 The Peppers / El Carmelo

An existing soundwall located just south of Highland Avenue, which provides noise abatement for the residential buildings lining Highland Avenue, would be replaced as a part of this Project and an existing chain link fence which encloses the Caltrans ROW from The Peppers/El Carmelo would be replaced with a soundwall (see Appendix E for engineering drawings).

The Project would result in the construction of a soundwall within the Caltrans ROW, adjacent to the eastern/northern boundary of The Peppers/El Carmelo. The proposed soundwall would not result in the physical destruction or alteration to all or part of the property because it would be located within Caltrans ROW and is located outside of the historic property boundary.

A temporary construction easement (TCE) could be required in order to construct the soundwall at The Peppers/El Carmelo. The TCE would allow for I/E of construction equipment and persons in order to construct the wall. No physical destruction or damage to all or part of the property is anticipated, and any other potential effects would be temporary in nature (Criterion [i]). Because the soundwall would be located within Caltrans ROW and the only construction activities that would occur on the historic property would be limited to an approximately 20-foot buffer of the property boundary for a possible TCE, little to no alteration of the property would occur as a result of this alternative (Criterion [ii]). Construction of the proposed soundwall would not change the character of the property's use because the property would continue to function as a residence secluded by productive citrus groves. Furthermore, the proposed soundwall would be located within Caltrans ROW, and therefore, would not alter the physical features within the property's setting that contribute to its significance. The proposed soundwall would be physically and visually separated from The Peppers/El Carmelo by intervening non-contributing buildings, structures, and landscape features such as paved surface parking lots (see Appendix D). Therefore, the proposed soundwall would not result in a change of character of the property's use nor of physical features within the property's setting that contribute to its historic significance (Criterion [iv]). Furthermore, construction of the soundwall would be a benefit for the isolated residential property in that it would reduce noise levels such that the tranquility of the property would be increased in a positive manner.

The proposed soundwall would reduce the audible elements that result from automobile traffic travelling on I-10 that currently diminish the integrity of the property's setting. A eucalyptus windrow was planted along the eastern/northern boundary within The Peppers/El Carmelo site boundary approximately when I-10 was constructed in the late 1950s (NETR Online 2008). The non-contributing eucalyptus windrow would also physically and visually separate the proposed soundwall from the terraced citrus groves, which are a character-defining feature of the site. Therefore, the proposed soundwall would not introduce visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features (Criterion [v]), and would result in a benefit to the historic property. Caltrans will monitor the Project per FNAE

Condition 5 to ensure there are no Project changes that could potentially cause an adverse effect to this historic property.

5.1.5 Curtis Homestead Site (CA-SBR-12989H)

The Project would not result in an adverse effect on this historic property because it would be protected in place with the establishment of an ESA (see Appendix H for the ESA Action Plan).

6
CUMULATIVE EFFECTS ASSESSMENT

Cumulative effects and impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed Project as defined in the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) (please refer to the Draft EIR/EIS being prepared under separate cover for this Project for more detailed cumulative impact analysis). A cumulative effect assessment looks at the collective effects posed by individual land use plans and projects. Cumulative effects can result from individually minor but collectively substantial impacts taking place over a period of time. While NEPA/CEQA cumulative impacts considers past, present, and future projects, Section 106 cumulative effects analysis focuses on the cumulative effects of a single undertaking over time, or the effects of multiple projects over time on a single resource. Hence there is some overlap between the two (NEPA/CEQA and Section 106), but the impact analyses differ.

The regulations implementing Section 106 of the NHPA also acknowledge that a project's potential adverse effects include any that are reasonably foreseeable, even if they may occur later in time, are farther removed in distance, or are cumulative. The consideration of indirect and cumulative effects is required when applying the criteria of adverse effect on historic properties (36 CFR §800.5(a)(1)) and delineating the APE (36 CFR § 800.16(d)) as part of the Section 106 process.

Of the five historic properties located within the APE, the undertaking really only has the potential to contribute to a cumulative effect on Euclid Avenue/SR-83, as that is the only property being directly affected by the undertaking. While there is potential for indirect effects on the Mill Creek *Zanja* and El Carmelo/The Peppers, the impacts from modifying the existing I-10 corridor are rather minimal.

6.1 EUCLID AVENUE/SR-83

There have been numerous projects on Euclid Avenue/SR-83 over the years. These include removal of stone curbs and trees and modifications to the medians and intersections (stop lights, etc.) over the 8.4-mile corridor. It should be acknowledged that roads, like other forms of public infrastructure, must be modified or changed over time to continue to perform their intended use. Thus, change is bound to occur and some change should be accepted as part of the evolution of the resource. The following table summarizes projects that have been completed within the Euclid Avenue/SR-83 corridor:

Table 6-1
Summary of Transportation Projects on Euclid Avenue/SR-83

Project Name, ID Number, and Date	Project Description
Pavement Rehab on SR-83, PM 7.2/11.1 (EA 1C9201), February 2014	Caltrans project to remove and replace existing roadway pavement. The existing pavement is not a character-defining feature of the historic property. By ensuring that the proposed work is completed in a manner consistent with the SOIS and in accordance with PA Stipulation X.B.1.b and Attachment 5, Caltrans determined that a Finding of No Adverse Effect with Standard Conditions – SOIS was appropriate for this undertaking because adverse effects to Euclid Avenue/SR-83 character-defining features (i.e., historic cobblestone and concrete curbs) will be avoided by establishing and enforcing a minimum 3-inch buffer between the curb and the proposed pavement removal and overlay activities.
Relinquish SR-83 to the City of Upland, PM 11.1/14.3 (EA 0J490), August 2007	Relinquish Euclid Avenue/SR-83 within the boundaries of Upland to the City of Upland. No construction involved, therefore, no adverse impact.
Install Traffic Signals and Left Turn Pockets at 13th Street on SR-83, PM 12.7 (EA 42250), March 2007	Caltrans project to signalize the SR-83/13th Street intersection and add left turn pockets in the median. Project documentation concluded that this section of Euclid Avenue had been modified by previous projects (replacement of cobblestone curbs and other improvements) and did not generally retain integrity. The only character-defining feature that was affected was a small portion of the median and eight California pepper trees. Conditions were imposed on the project to avoid adverse effects, including replacing the existing previously replaced concrete curbs with cut stone so as to be in-kind with the original cobblestone curbs, and replacing the eight pepper trees removed from the median in-kind within the median. As such, the project was determined to be in compliance with the SOIS, and the impact was determined to be No Adverse Effect.
Replace Asphalt Concrete Surfacing, PM 9.9/11.1 (EA 0H630), June 2006	Project to replace road surface, which is not a character-defining feature of Euclid Avenue/SR-83. Project did not affect any character-defining features and resulted in a Finding of No Effect.
Signalize the SR-83/E Street Intersection, PM 9.75 (EA 42090), February 2006	Caltrans project to signalize the SR-83/E Street intersection, which required the removal and relocation of two palms trees within the median. The two palm trees are not character-defining features of the historic property, and resulted in a Finding of No Historic Properties Effects (SHPO concurrence).
Euclid Avenue at Princeton Street Intersection Modifications, PM 10.59, February 2006	Caltrans project to install traffic signal for push-button activated pedestrian crossing and lighting, lighting and crosswalk barrier at the T-intersection known as Euclid Avenue at Princeton Street. This intersection was determined to have been previously modified and lacking integrity. Because the modifications were minor, the project was determined to be a Class 31 project as the project was limited to maintenance, repair, stabilization, rehabilitation, restoration, or reconstruction of a historical resource consistent with the SOIS pursuant to

Table 6-1 (Continued)
Summary of Transportation Projects on Euclid Avenue/SR-83

Project Name, ID Number, and Date	Project Description
	CEQA Guidelines 15331, which resulted in a finding of No Impact to Historical Resources.
Median Closure at California Street and Carlton Street, PM 8.8/8.8 (EA 41030/40800), October 2005	Caltrans project to close the median opening on Euclid Avenue/SR-83 at Carlton Street in Ontario. Because the modifications were minor, the project was determined to be a Class 31 project as the project was limited to maintenance, repair, stabilization, rehabilitation, restoration, or reconstruction of a historical resource consistent with the SOIS pursuant to CEQA Guidelines 15331, which resulted in a finding of No Impact to Historical Resources.

Alternatives 1 and 2 of the Project would not result in a cumulative impact to this historic property because no work would occur at this location.

The following is an assessment of potential cumulative effects under Alternative 3. For the most part, Caltrans projects over the last 10 years have adhered to the SOIS and have avoided impacts to the extent feasible on Euclid Avenue/SR-83 by imposing conditions to avoid or replace character-defining features. Recognizing that change is expected on a principal arterial roadway in an urban setting, the overall historic character, driving experience, and integrity of the roadway remains. Implementation of the conditions in Chapter 7 will also ensure a minimization of cumulative impacts by the current undertaking. The present Project will impose similar conditions relating to replacement of character-defining features that could be affected, such as cobblestone curbs and trees. Overall, these conditions will replace more fabric than removed and will make the subject section of Euclid Avenue/SR-83 that has already been previously modified more consistent with the overall corridor. Given the overall size of the resource, the extent of historic fabric, and the adherence by most of the past projects to SOIS standards, the cumulative effect does not rise to the level of being considered adverse. There are still extensive sections of historic cobblestone curb, intact medians, and parkways as well as numerous contributing trees. The cobblestone curbs have historically been reconstructed as a result of wear and tear in a manner consistent with the SOIS. Replacement curbs for the current undertaking would also be constructed consistent with the SOIS (see Chapter 7). The medians and parkways that would be altered for this Project were largely previously altered and would not result in a significant loss of historic fabric. A 1939 census of Euclid Avenue/SR-83 identified 1,720 pepper trees and 16 palms, and a 1941 survey by the Fire Department identified 2,099 trees (Ontario, City of 2014). Many of these trees are extant and are character-defining features of this property. Removal of nine character-defining feature trees reflects a loss of 0.43 percent of this character-defining feature and will be replaced in accordance with Condition 2 and the SOIS. Therefore, the cumulative effect of the Project does not rise to the level of being considered adverse. In regard to future projects, it is anticipated those projects would adhere to the SOIS; therefore, potential future cumulative adverse effects would be conditioned or mitigated.

6.2 OTHER HISTORIC PROPERTIES

Of the four additional historic properties located within the APE, there is potential for indirect effects on the Mill Creek *Zanja* and El Carmelo/The Peppers. The following table, though not exhaustive, summarizes concurrent and future known projects within the I-10 corridor of the Project APE:

Table 6-2
Summary of Transportation Projects in the I-10 Corridor Project (I-10 CP) Study Area

Project Name, Status, and ID Number	Project Description
Highway Projects: I-10 Projects	
I-10 Westbound Lane Addition Project – ID Number 28 • In the cities of Yucaipa and Redlands; • San Bernardino Associated Governments (SANBAG) Project, in cooperation with Caltrans, and the cities of Redlands and Yucaipa; and • Construction began in 2011 and was expected to last a little over two years (2013).	The project added a general-purpose lane to approximately 3.5 miles of westbound I-10 between Live Oak Canyon Road in Yucaipa and Ford Street in Redlands. The new lane added capacity to this heavily traveled section of freeway, which was frequently congested on weekday mornings. The freeway was widened on both the inside and outside shoulders, which required some temporary construction easements, but minimal permanent property purchases. SANBAG received environmental approval for this project in June 2007. No other information regarding environmental analyses, documentation, or issues for this project was found.
Interstate 10 Truck-Climbing Lane – ID Number 28 • In the cities of Yucaipa and Redlands; • SANBAG project, in cooperation with Caltrans, and the cities of Redlands and Yucaipa; and • Completed in 2005.	The I-10 truck-climbing lane between Redlands and Yucaipa was completed June 30, 2005. In November 2003, SANBAG and Caltrans began work on the project, the first phase of an effort to reduce I-10 traffic congestion in the east valley of SB County. The second phase will involve the widening of I-10 through Redlands. SANBAG is studying the possibility of a third phase: an I-10 truck-descending lane from Yucaipa to Redlands, which will be determined by funding availability. The truck-climbing lane was designed to improve freeway operations by providing a new lane for trucks and other slow vehicles that face challenges on this 4 percent uphill grade. A new auxiliary lane was built to improve merging, and freshly rehabilitated pavement now offers drivers a smoother ride on this stretch of freeway. SANBAG was the lead agency for this project, with participation from Caltrans, the City of Redlands, and the City of Yucaipa.
Interstate 10 Widening – ID Number 25 • In the City of Redlands; • SANBAG Project, in cooperation with Caltrans, the Federal Highway Administration and the City of Redlands; and	The widening of this 2.5-mile freeway section between Orange Street and Ford Street has helped relieve a long-standing traffic bottleneck in this location. The construction of this work was conducted in four stages: (1) rehabilitation of the freeway shoulder, (2)

Table 6-2 (Continued)
Summary of Transportation Projects in the I-10 Corridor Project (I-10 CP) Study Area

Project Name, Status, and ID Number	Project Description
• Completed in 2007.	reconstruction of 11 freeway bridges, (3) lane paving, and median barrier construction, and (4) construction of sound walls and landscaping.
Other Transportation Projects in Local Cities	
Pavement Accelerated Repair Implementation Strategy (PARIS) Resurfacing Project – ID Number 26 • City of Redlands; • City of Redlands project; and • Construction start date scheduled for February 2014. Expected completion date is September 2014.	Roadway resurfacing of 100 lane miles of various streets throughout the City of Redlands. The scope of work for this project is to resurface various streets throughout the City. Resurfacing methods include pulverization, grind and overlay, and rubberized slurry seal. All necessary striping will be replaced.
Redlands Passenger Rail Project • In the cities of San Bernardino, Loma Linda, Redlands, and unincorporated areas of San Bernardino County; • Federal Transit Administration, SANBAG, Omnitrans, Metrolink, and the City of San Bernardino Project; and • Project construction is expected to begin in late 2015.	The Redlands Passenger Rail Project is proposed to run along existing railroad ROW from E Street in San Bernardino east to the City of Redlands, roughly a nine-mile extension of passenger rail service. The project is proposing to build five new stations, each with boarding platforms, ticket machines, shade canopies, seating, walkways, lighting, and parking. The project will incorporate track improvements, including redesign of the existing track alignment, track ballast, and sub-grade foundation. Additional project components include the replacement or strengthening of five bridges; additional traffic and rail signals; utility replacement and relocation; and culvert replacements, extensions and relocations. Proposed Rail Platforms: • E Street Platform; • Train Layover Facility at Waterman Avenue; • Tippecanoe Avenue Rail Platform; • Layover Facility (Loma Linda); • New York Street Rail Platform; • Downtown Redlands Rail Platform; and • University of Redlands Rail Platform. SANBAG and the Federal Transit Administration (FTA) are preparing a joint EIS/EIR for the project pursuant to the requirements of the NEPA and CEQA. A draft EIS/EIR is anticipated for release for public review during the spring of 2014.

Other projects known to have occurred within the Project study area include construction of the Southern Pacific Railroad crossing over Euclid Avenue/State Route and other maintenance projects related to repaving.

6.3 MILL CREEK *ZANJA*

No work will occur at this site as part of the present undertaking. However, the Redlands Passenger Rail Project (Rail Project; see above) would cross the Mill Creek *Zanja* beneath I-10

within or in proximity to the APE for this undertaking. This is an existing rail line, although it is currently deteriorated due to lack of use. Implementation of the Rail Project may result in a new effect because it would reconstruct the rail crossing which previously spanned the Mill Creek *Zanja*. However, this undertaking will not contribute to a cumulative effect because no work would occur at this site as part of this undertaking, and this undertaking does not meet any of the adverse effect criteria identified in 36 CFR Part 800.5(2) at this location. Therefore, this undertaking would not result in a cumulative adverse effect on this historic property.

6.4 1055 E. HIGHLAND AVENUE

Several improvement projects have been completed or planned for the section of I-10 adjacent to 1055 E. Highland Avenue. These projects conform to the existing I-10 corridor at this location and would not encroach upon this historic property. The view of I-10 at this location is obscured by existing soundwalls on the bridge which spans Highland Avenue and also on the raised and filled grade of the freeway adjacent to this site. The bridge would be partially reconstructed for this Project, which would continue to minimize visual and audible impacts associated with I-10. The partial reconstruction of the bridge does not meet any of the adverse effect criteria identified in 36 CFR Part 800.5(2). For these reasons, the current undertaking will not contribute to a cumulative effect.

6.5 THE PEPPERS / EL CARMELO

Several improvement projects have been completed or planned for the section of I-10 adjacent to The Peppers/El Carmelo. This segment of I-10 was constructed by cutting through the hillside and the freeway is not visible from this historic property. The other improvement projects may have resulted in increased noise, which could result in an indirect adverse effect on this historic property. The construction of a soundwall would reduce freeway-related noise, and would result in a benefit to this historic property. Furthermore, the construction of the proposed soundwall does not meet any of the adverse effect criteria identified in 36 CFR Part 800.5(2). For these reasons, the current undertaking will not contribute to a cumulative effect.

6.6 CURTIS HOMESTEAD SITE

No work would occur at this site for this Project, and the Project does not meet any of the adverse effect criteria identified in 36 CFR Part 800.5(2) at this location. Because the Curtis Homestead Site (CA-SBR-12989H) will be protected in place from constructed-related activities with the establishment of an ESA (Condition 6; Appendix H), the proposed project would not result in a cumulative adverse effect on this property.

7
CONDITIONS PROPOSED

Under Alternative 3, the proposed Project will require modification of the medians, curbs, and mature vegetation that are character-defining features of Euclid Avenue/SR-83. In addition, the Freeway Interchange Bridge (Bridge No. 54 0445) will be replaced under Alternative 3. While this bridge is not a character-defining feature of Euclid Avenue/SR-83, care must be given to the design and aesthetics of the replacement structure to ensure that the new structure does not impact the setting of the corridor. The conditions related to Euclid Avenue/SR-83 are consistent with the SOIS and support a Finding of No Adverse Effect with Non-Standard Conditions. These conditions will become environmental commitments in the EIR/EIS being prepared for the Undertaking. If the minimum criteria established in the following conditions are not met, SHPO consultation will be required pursuant to Section 106 PA Stipulation X.B(3).

Condition 1: Design of Replacement Euclid Avenue/I-10 Structure

- The deck of the replacement structure will be landscaped in a manner consistent with the historic landscape design of Euclid Avenue to the north and the south of the bridge.
- The existing median's 52 feet of width on the bridge deck will be maintained to the extent feasible. Raised median walls or raised planters will be used in the median with shallow-rooted trees as depicted on Figures 5 and 5-20 (Lormand 2015) in Appendix G.
- The deck of the bridge will be landscaped. A double tree line will be created within the median. If sight distance or other safety concern warrants, a single tree line may be used. Tree species may include willow (*Pittosporum philyraeoides*), dwarf citrus, California pepper, or similar shallow-rooted species.
- Final design of the replacement structure shall be reviewed by Caltrans PQS Architectural Historian in order to ensure compliance with Condition 1. Through implementation of Mitigation Measure VA-10, the cities of Ontario and Upland will also review and consult on the design of the replacement structure and landscape schemes.

Condition 2: Contributing Tree Replacement (Euclid Avenue)

- All contributing trees required to be removed from the Euclid Avenue parkway and median will be replaced within the parkway or median, respectively. Trees to be removed and replaced are depicted in Figure 4 in Appendix E. During plan specification and estimates development (PS&E), a more detailed tree relocation plan will be developed. Any additional contributing trees that are subsequently identified for removal during planning or construction will also be subject to this condition. Contributing trees are here defined as the original trees or their mature replacement, regardless of tree species.

- Replacement locations and species of trees will be decided upon by the Caltrans PQS Architectural Historian in consultation with Caltrans Landscape Design, SANBAG, and the appropriate city (Ontario or Upland).
- In order to recreate the historic planting scheme of the median, preference will be given in infilling holes in existing tree lines in the vicinity of the Project area, followed by recreating the double row of tree lines between 6th Street and the new I-10 OC structure where the majority of contributing trees are to be removed. The total number of trees re-planted within the median will equal, at a minimum, the total number removed from the median within the APE (contributing and non-contributing).
- California pepper (*Schinus Molle*) trees are the preferred variety for median planting. Silk oak (*Grevillea robusta*) or similar oak species is the preferred variety for parkway planting. If circumstances warrant, other acceptable species may include deodar cedar, magnolia, and camphor.
- Planting activities shall be spot monitored by Caltrans PQS architectural historian to ensure compliance with Condition 2.
- Caltrans Landscape Design's success criteria will apply.

Condition 3: Replacement of Stone Curbs (Euclid Avenue)

- All sections of contributing cobblestone curbs along Euclid Avenue/SR-83 removed by this undertaking will be replaced in-kind using the SOIS for Rehabilitation based upon plans provided and approved by the cities. Plans are depicted in Appendix F.
- Existing concrete median curb that will be removed and replaced as part of this undertaking on northbound Euclid Avenue between 6th Street and the I-10 OC will also be replaced/restored with cobblestone curb using the SOIS for Rehabilitation based on plans provided by the cities to re-create a continuous cobblestone curb along the entire sections of median impacted by the undertaking.[4]
- Reconstruction of the stone curbs shall be spot monitored by Caltrans PQS architectural historian.

Condition 4: Replacement of streetlights

- Any streetlights required to be installed on Euclid Avenue will be King Standard Lighting design for consistency with the existing Euclid corridor lighting.[5]

Condition 5: Monitoring

- A cultural resources monitoring plan for Euclid Avenue will be developed by SANBAG or qualified designee and approved by Caltrans PQS Architectural Historian prior to

[4] The replacement curb will be differentiated from the original curbs due to its distinctive concrete cap (see plans in Appendix F). This plan or a similar plan has been used along Euclid Avenue where replacement curbs have been required or desired.

[5] The King Standard Lighting was agreed upon by both the cities of Upland and Ontario.

commencement of any pre-construction or construction-related activities at Euclid Avenue. The monitoring plan will at a minimum specify timeframes, locations, and durations of monitoring and specify requirements for monitoring logs. The Project proponent will be responsible for providing the cultural resources monitor.

- Periodic spot monitoring of construction activities at historic properties will be conducted per the monitoring plan by persons meeting Caltrans PQS standards for Principal Architectural Historian.
- Upon completion of all construction related to the conditions in the FNAE, a Monitoring Report will be prepared to document that all conditions have been met. The monitoring report will be approved by Caltrans PQS architectural historian and submitted to SHPO to document compliance with the FNAE conditions.
- Construction plans and activities in the vicinity of the remaining historic properties in the APE (the Mill Creek Zanja, Curtis Homestead, 1055 E. Highland Ave., and The Peppers) will be spot monitored throughout construction by Caltrans PQS to ensure that the potential for effect has not changed.

Condition 6: Designate and Enforce ESA (Curtis Homestead) in Accordance with the ESA Action Plan.

- Establishment of the ESA shall be executed by a qualified archaeologist.

8
CONCLUSIONS

Pursuant to Stipulation X.A of the PA, Caltrans has applied the Criteria of Adverse Effect set forth at 36 CFR 800.5(a)(1) and finds that the undertaking would not have an adverse effect on historic properties. Alternatives 1, 2, and 3 will result in a finding of No Adverse Effect on the Mill Creek *Zanja*, The Peppers/El Carmelo, 1055 E. Highland Avenue, and the Curtis Homestead. Alternatives 1 and 2 would have No Adverse Effect on Euclid Avenue/SR-83, and Alternative 3 would have No Adverse Effect with Non-Standard Conditions on Euclid Avenue/SR 83. Therefore, Caltrans has determined that a finding of **No Adverse Effect with Non-standard Conditions** is appropriate for the undertaking as a whole, pursuant to Section 106 PA Stipulation X.B.2.

9
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APPENDIX A

Maps: Area of Potential Effects Map and Euclid Avenue Character-Defining Features Map

Source: SANBAG, ESRI, and Parsons

- Area of Potential Effects (APE)
- Area of Direct Impact Buffer
- Resources Evaluated
- Historic Properties
- Euclid Avenue NRHP Listed Property
- City of Ontario Euclid Avenue Historic District
- Environmentally Sensitive Area (ESA)
- Parcels Surveyed for Archaeological Resources (2014)
- Parcels Surveyed for Archaeological Resources (2008)
- Parcel Boundary
- Proposed Improvements
- Project Limits
- Temporary Construction Easements (TCEs)
- Construction Staging Areas (CSAs)
- Proposed Full Acquisitions
- Proposed Partial Acquisitions
- Proposed Bridge Undercrossing Modifications
- Proposed Bridge Overcrossing Modifications

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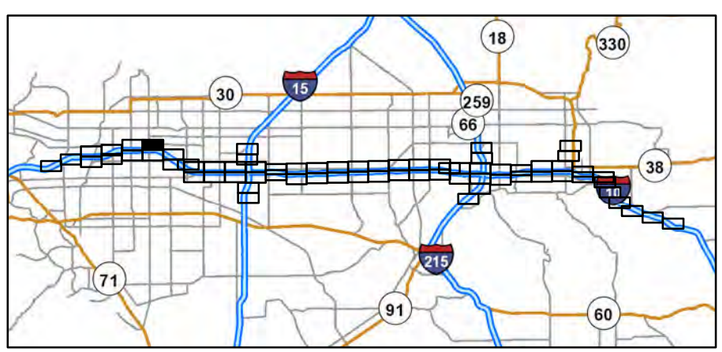

Figure 3: Area of Potential Effects Map

Interstate 10 Corridor Project
Interstate 10 (I-10)
San Bernardino and Los Angeles Counties
EA 0C2500
EFIS ID 0800000040

07-LA-10 PM 44.9/48.3
08-SBD-10 PM 0.0/R37.0

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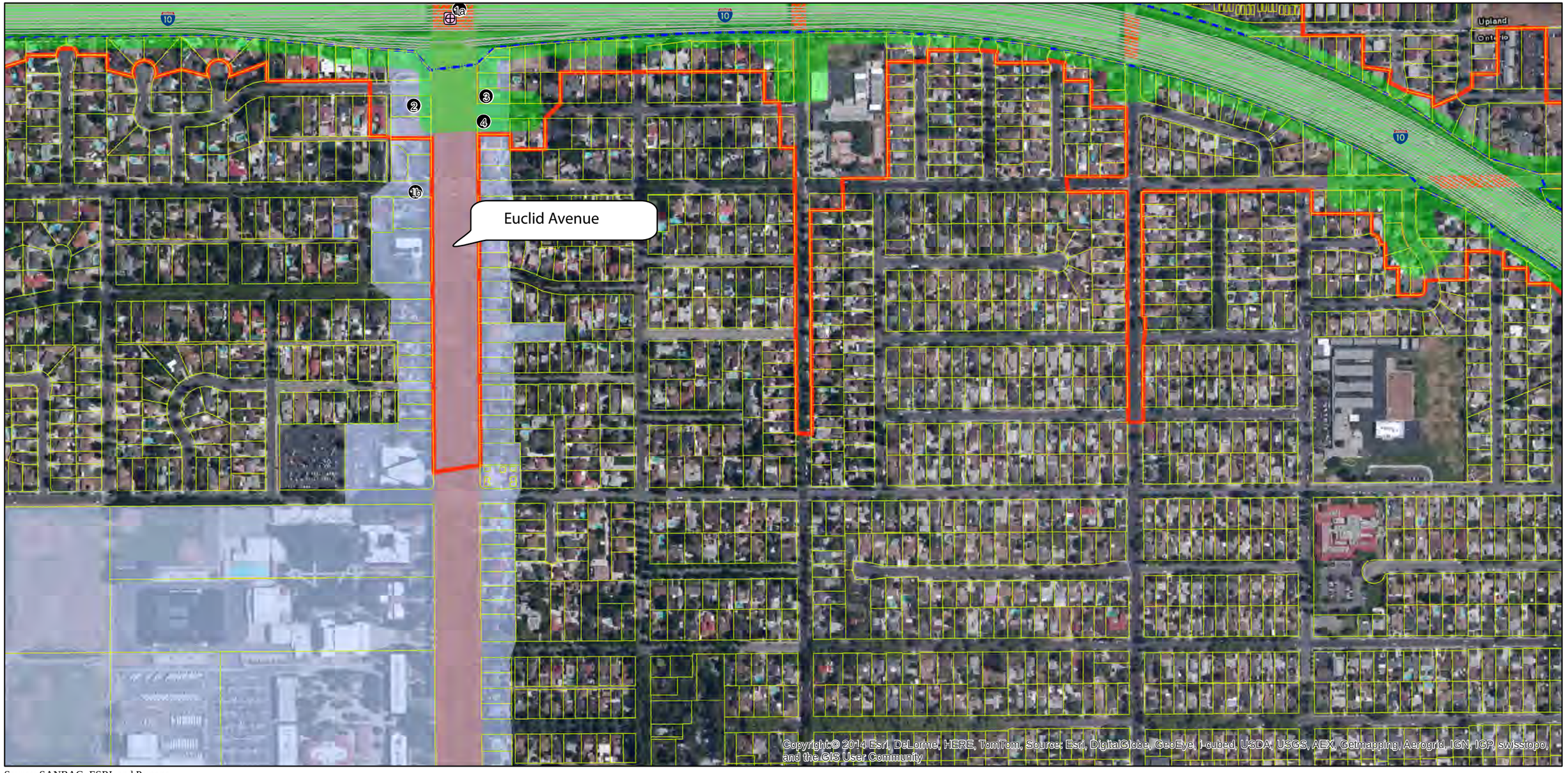

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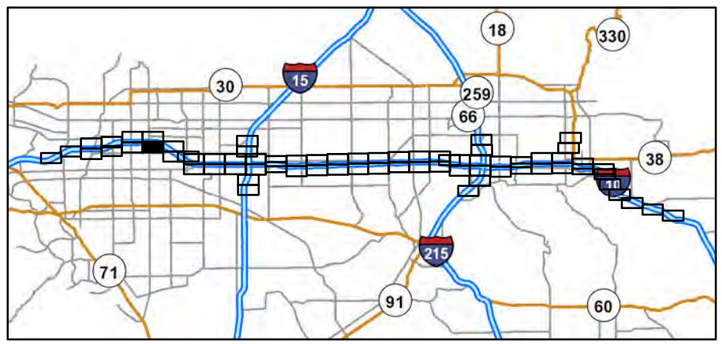

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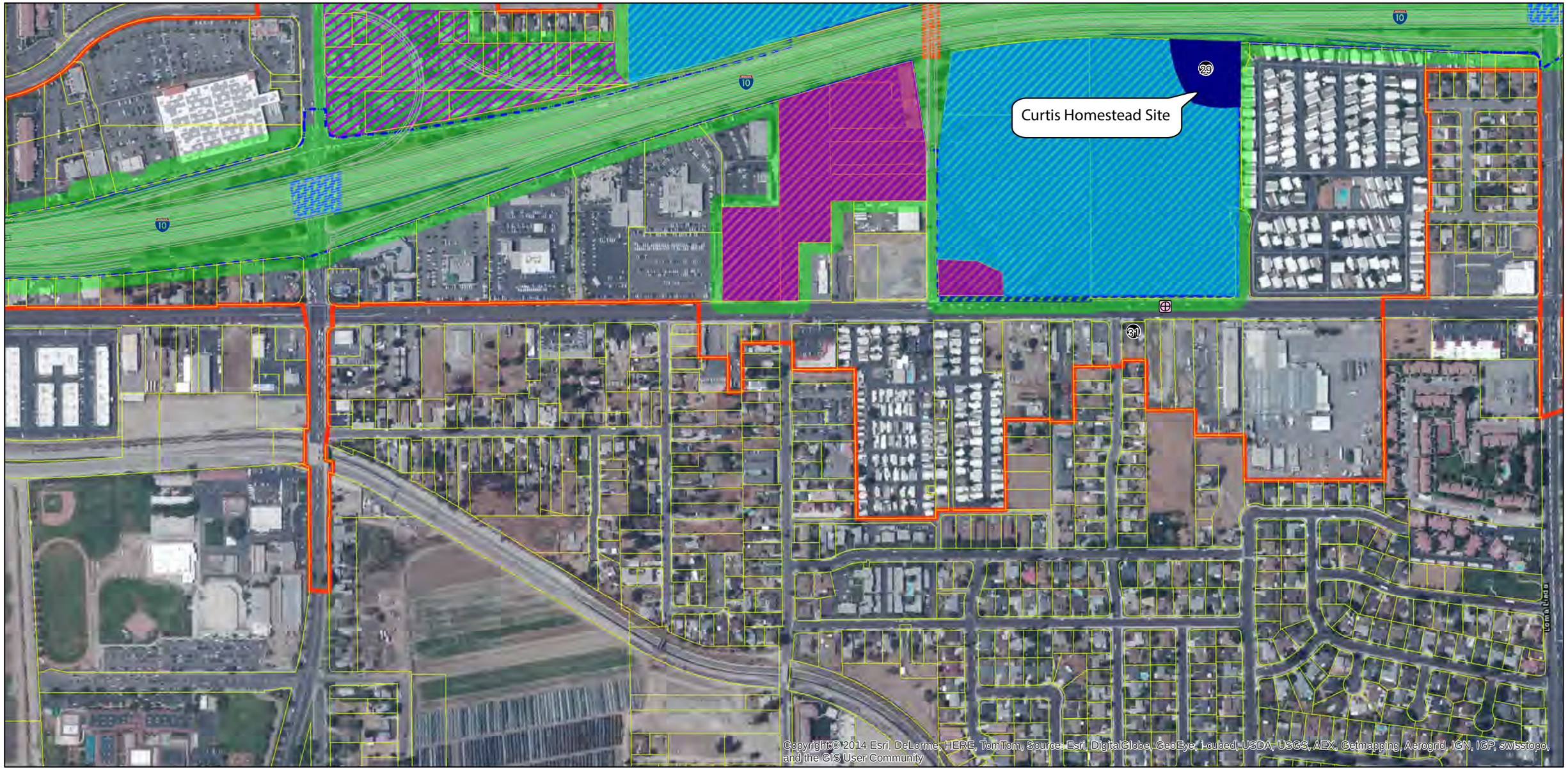

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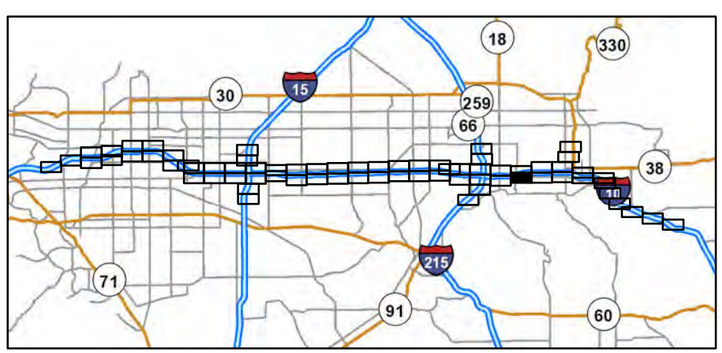

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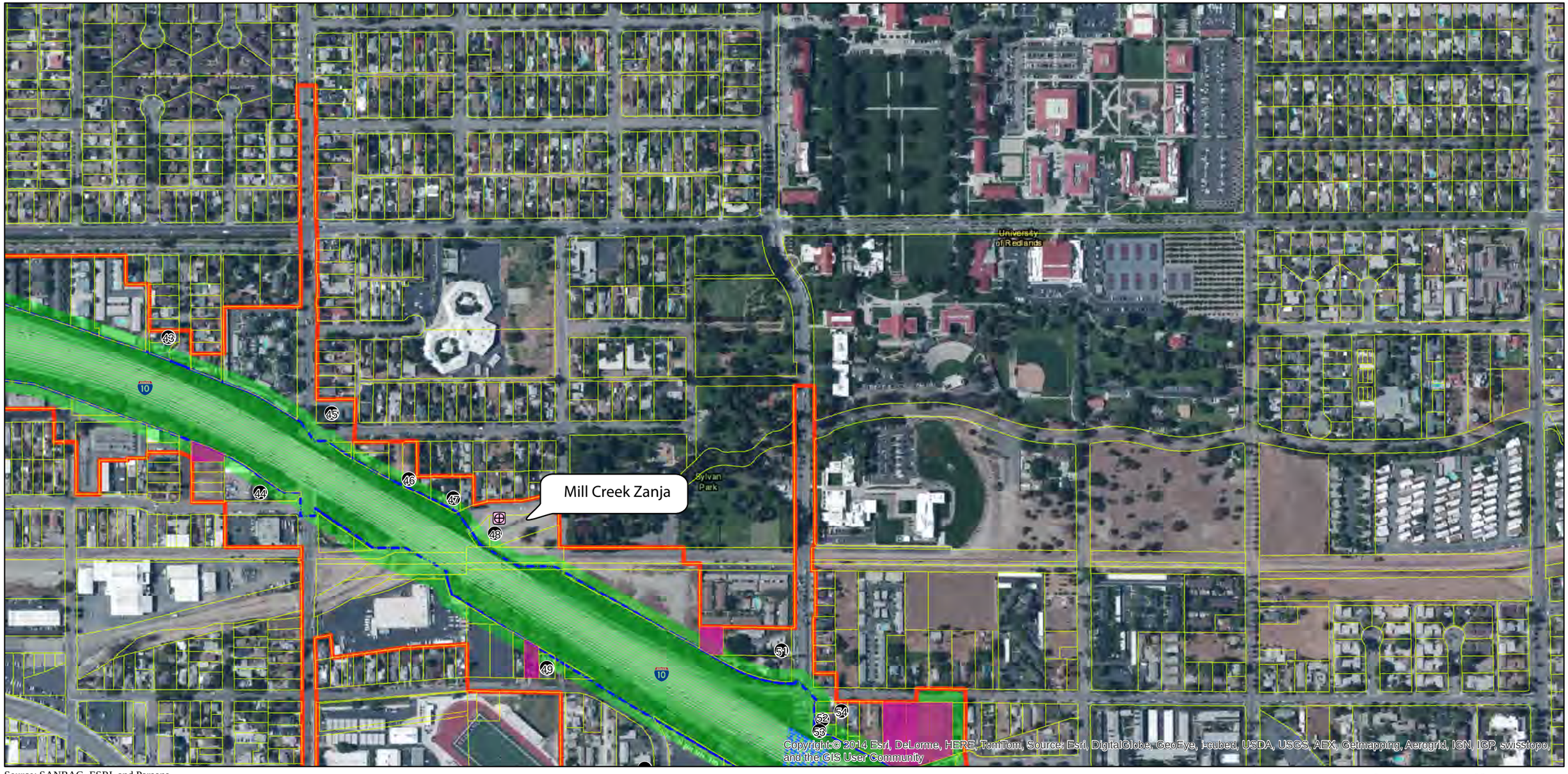

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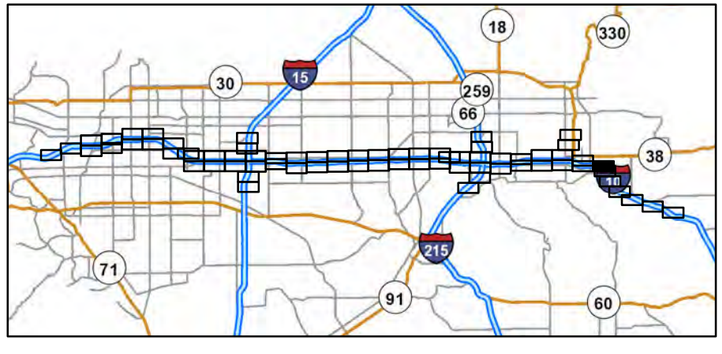

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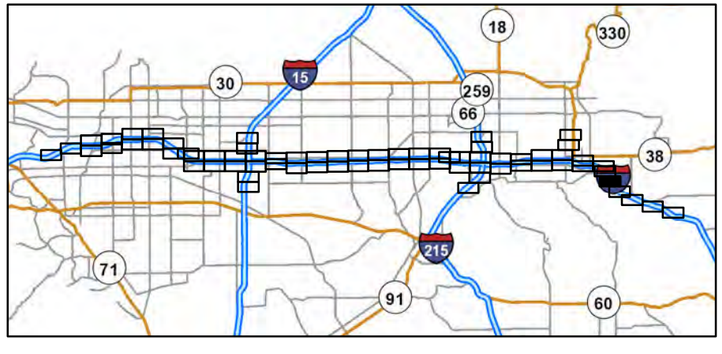

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